

Appendix N4

Public Meeting #4 Summary Report

Part 3 of 3

This page intentionally left blank.

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
127	04/09/2014 5:34 PM	Build 3 overpasses - Redland Rd, Evans Rd, Stone Oak/TPC Parkway. Maybe even one at Borgfeld. This will allow the commuters going to Bulverde to bypass the traffic lights and allow and smoother transition between 1604/281 connectors north of 1604. It has worked in Austin on IH 35 and it can work here.	Melinda	Patierno
128	04/09/2014 5:49 PM	My house backs up to 281, yet we still don't have a sound barrier, I have seen these walls put up near homes with less congested traffic and the highway being a great distance from their home, 1604 and 410. Why is the 281 sound barrier not up and when will this happen?	sheela	patel
129	04/09/2014 8:07 PM	Put overpasses and access roads. I have paid money to a toll road just to be stuck in stop and go traffic. Tolling is not going to guarantee no traffic jams. We have already paid for overpasses and TxDOT used somewhere else. They citizens of Comal County that work and patron in Bexar County are the ones that will have to pay the tolls.	Patti	Prescott
130	04/10/2014 11:33 AM	Alamo RMA should be disbanded & TXDOT should build our non-tolled highway.	cvcvc	cvcvc
131	04/10/2014 1:05 PM	I support the Preferred Alternative Plans and feel something must be done sooner rather than later so residents in this area and passing through this area are safe and are not spending their time stuck in traffic. Thank you! Leslie	Leslie	Harlan
132	04/14/2014 2:17 PM	The best way to alleviate traffic is to have overpasses at the major intersections. It worked beautifully at FM1863 & US Hwy 281. That's the simplest solution. Most people are against tolling existing roads.	Eugenia	Southwell
133	04/15/2014 12:30 PM	I am adamately opposed to tolling "exixting" roads. The people have overwhelmingly made it clear that we do not want "existing" roads to be tolled. Build the overpasses without the tolls using gas taxes - that's what it was intended to be used for. george heagerty	George	Heagerty
134	04/15/2014 1:59 PM	Overpasses!!!! NO Tolls You know that is what you are going to put anyway ! You are creating a traffic problem - so you can toll and put bus lanes!	Dona	Shisk
135	04/15/2014 6:05 PM	The design looks good, but it should be built without tolls. We will not be using any toll roads. Raise the gas tax and make sure all of it goes into roads and not diverted for other uses. There are plenty of other ways to raise money for road construction other than tolls.	Clarence	Cox
136	04/22/2014 10:02 AM	I am against the inclusion of toll roads for this project. It would be more than adequate to build the overpasses supporting three non-stopping lanes (not	David	Chin

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		<p>affected by traffic lights) in each direction from Loop 1604 all the way through Borgfeld Road, with two-lane frontage roads in each direction, and on and off ramps, and turnarounds for all the intersecting roads in-between. The current plan does not even include an on-ramp for those coming from Redland road wanting to go south until after passing Loop 1604.</p> <p>I am told that the money had already been allocated for the construction of overpasses for all of the relevant intersections years ago. If those had been built since then we would not be having this issue now. Instead, multiple right-turn-only and U-turn lanes were created which increased the potential traffic lights encountered to pass through the area.</p> <p>I watch as these were created and can tell that no "endangered species" would have survived the creation of all those U-turn areas because they were all scraped bare during the construction phase, then re-seeded at the end.</p> <p>For many years, the residents of the area affected have been telling you that we do not want toll roads. Toll roads interfere with the non-toll lanes, reduce non-toll lanes available and the tolls do not benefit the local community.</p>		
137	04/27/2014 10:46 PM	I am in favor of a toll road with service roads for drivers who don't wish to pay the toll. This area has become so congested we must act soon and quit studying the issue . It's time we move forward and take steps to solve the problem, not just have meetings and discussions about it.	Joyce	Peterson
138	04/28/2014 2:29 AM	I strongly favor toll roads in San Antonio. Houston has wonderful toll roads which make such a great difference in traffic congestion. I can't imagine anyone who has to drive or sit in traffic on 281 or I 10 north side of SA not wanting toll roads. There will still be free lanes. We desperately need toll roads, not streetcars!!!!	Patricia	Robbins
139	04/28/2014 8:19 AM	I dont support a toll road but there has to be another way to relieve the congestion on 281 north.	Eva	LeCroy
140	04/29/2014 2:55 PM	I live in Comal and work in Bexar. I drive US 281 daily. I support added capacity on US 281 regardless of how it is funded. I prefer non-toll lanes; however I support toll lanes. If it is tolled, some motorists will pay the toll and exit the non-toll lanes thereby reducing the congestion on the existing non-toll lanes. Everybody benefits. Toll lanes are a win/win.	Andrew	Ballard
141	04/30/2014 8:57 AM	I strongly FAVOR a toll road. We lived in Houston for years and traveled many cities where toll roads solved congestion problems similar to those on Hwy 281. A toll us a user fee, so only those using the asset pay.	Don	Kirchoff

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
142	04/30/2014 3:18 PM	There's already a major highway exisiting. I don't see how building an improved structure could be that much of an additional environmental impact. Project seems long overdue.	Ron	Seal
143	05/01/2014 1:00 PM	<p>Your plans are not easy to find although I did find something at texashighwayman.com. Assuming the plans there are consistent with your plans, I am pleased with everything but the toll lanes. I lived in Houston for a time and the isolated toll lanes are expensive on a per mile basis (barriers, toll plazas/readers/etc.), and they contribute to traffic congestion and pollution. Anytime you let someone pass others already on the road, you increase the backup of traffic. To allow a few "priveledged" cars, whether they pay a toll or have more than one person in the car to pass others, especially in congested areas, you increase the emissions of the "many" while letting the one pass through. You might argue that you will change behavior by increasing the benefits of carpooling, but most people aren't going to go looking for a job at their neighbors place of work so they can pass a few cars on the highway.</p> <p>Furthermore, I will actively support the protest any use of gas/road tax money to be used to build a toll road. Even if you use venture funds for the toll road construction, what about the corridor ROW costs and the mis-use of potential lane space for toll business. If it is a commercial endeavor, it needs to support its portion of the ROW costs.</p>	Travis	Fisher
144	05/05/2014 11:55 AM	<p>My wife and I just moved to the San Antonio area and we are in favor of the expansion project for 281. It is amazing that the 7th largest city in the USA has such a major infrastructure problem. We can all sit here and say we are antitoll, however I would gladly pay my part rather than set in traffic for 45 mins everyday.</p> <p>Thanks,</p> <p>Jearold Robinson</p>	Jearold	Robinson
145	05/05/2014 3:59 PM	Many years ago it was stated in the newspaper on overpasses put in where all the stop lights are now.Had that happened, we wouldn't be in such a mess that we are now. Traffic flows fairly smooth on 281 south of 1604 because there ARE overpasses, not stop lights on the HIGHWAY. Please consider this option.	Lyle	Davidson
146	05/06/2014 2:16 PM	<p>I just think since you got this studies going on all over 281 I started to see more traffic jam as the lights doesnt seem to be synchronized at all. On the other side the free way has to be done the fastest possible as the area has growth to quick..</p> <p>Thanks!!!</p>	Edgar	Montemayor

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
147	05/06/2014 4:04 PM	Just Do It!!!!!!! Traffic is unbearable north of 1604. Just put in the bridges and acces roads like any other expressway!!! I see TXDOT projects throughout the state on roads much much less travelled than 281 - ie. in Bastrop (71), Bryan (bridge put in off of 47 at Villa Marie), Brenham - (bridge put in for road that dead ends into expressway!!). I can go on, but there does Not seem to be a funding problem, but rather a political issue with putting money in this area!!!	Greg	Shilts
148	05/08/2014 9:31 AM	<p>This looks like a reasonable plan. A few concerns:</p> <p>1. Is this the fastest method to build this extension? It appears like a great deal of site prep and fill (on the east side of 281 between Redland Rd. and Stone Oak) will be required. This project is already well overdue and shaving a year or two off the project length may be worth additional cost.</p> <p>2. What are the construction impacts? Per your newsletter, it will take four years to complete the project, during which I assume traffic congestion will worsen. Are any of the other alternatives less impactful on existing traffic patterns?</p> <p>Thanks!</p>	Kevin	King
149	05/08/2014 11:20 AM	I drive US 281 daily and know the congestion first hand. Something needs to be done before gridlock becomes a reality. Managed Lanes are the best option in my opinion. It provides funds directly back into the regional transportation system and not be diverted to other parts of the state. We can use those funds to leverage more for other needed projects in the region.	Lori	Dullnig-Warlen
150	05/08/2014 11:20 AM	I am quite happy that this project is moving forward. As a region, our Transportation issues need serious attention. As a regular traveler on US 281...I am thrilled to see progress. I want to comment here...that I am strongly in support of this initiative.	Jeff	Farnsworth
151	05/08/2014 2:05 PM	<p>I have lived off of 281 for over 25 years. We have a weekender at Canyon Lake, too. Anyway, I use to drive the stretch of highway till all the crazy changes were made on it.</p> <p>It's pretty sad that all the homes that were allowed to be built right on top of each other on the recharge zone. What was our government thinking and to make it worse they are now going to force us to except that the only way to make things right is to toll 281....REALLY...It should of never happen that we allowed builders to built homes so close together....Any other town ...out of Texas... would of not let it happen. I have lived in SAN ANTONIO all my life and our biggest mistakes with 281 has been the planning of the highway by our so called engineers not</p>	Debi	Phillips

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		<p>connecting 281 to 410 and 1604. What a waste of tax dollar money that it was not done right the first time. I have NO confidence in out state & local government that they can do anything right. And forget the toll roads...that is so wrong since we paid for that road to be a freeway and should stay that way.</p> <p>I have nothing against toll roads as long as they don't use public tax payers roads. I drive though Houston every week...and don't have to drive on a toll road there...and they have a lot of them there that were built to be toll and not taking freeways and turning them into toll roads. If Houston, Dallas and Austin can get by without turning their public roads into toll roads why can't we?</p>		
152	05/08/2014 2:29 PM	Please. you must continue to make lanes for cyclists on 281 outside 1604.	Linda	Sanford
153	05/08/2014 2:42 PM	Please make room for cyclist on 281	Kathy	Garner
154	05/08/2014 3:06 PM	<p>absolutely no safe accommodations for people on bikes are included in these plans - not even shoulders on the access roads!</p> <p>This completely ignores San Antonio's Complete Streets policies and our vision for a bike-friendly city as outlined in SA2020</p>	jacob	gonzales
155	05/08/2014 3:09 PM	<p>I sending this to you because I discovered that the planned Alamo RMA and TxDOT controlled-access on US-281 north of Loop 1604 does not include plans for safe accommodation for people on bikes. I don't believe that was the case prior to the Draft Preferred Alternative Schematic Plans were released. Even if it was that's not what the people were told – I have been attending meetings when possible. My request is simple - insist that the city's Complete Streets policy be respected, and this major construction project include safe accommodation for people on bikes and NO TOLLS.</p> <p>Last year when the RMA and TXDOT completed the construction of the over passes at 1604 and 281 N. they erased the stripped bike lanes. I can tell you personally that this has created an unsafe corridor from Redland rd to Blanco rd. Without the stipe designating the bike lane cars now do not leave enough room to get by on what was the shoulder. This is unsafe as it forces the cyclists into regular traffic lanes to pass through this congested area. Please put the stripes back even if they're only the minimum width.</p> <p>Finally, I should point out that the biggest group ride in SA rides out of Lifetime Fitness located at 1604 and 281 N every Saturday morning. 75 riders is not</p>	George	Heagerty

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		uncommon. It's imperative that cyclists be considered in all construction projects without exception. Very Respectfully,		
156	05/08/2014 3:16 PM	Please include multi-use paths for pedestrians and bicyclists in your plans for the combined toll and limited access extensions of Route 281 past 1604 in San Antonio. Thank you Ed Powers	Edward	Powers
157	05/08/2014 3:38 PM	Please add some sort of safe bike lanes when developing the 281 express (maybe something on th access roads). Thanks Dean	Dean	Smith
158	05/08/2014 3:53 PM	Concerning bike lanes or some kind of allowance (shoulders, at least) for bicycle travel along the 281 extension: it seems to be a good idea. Outside loop 410 it's often very difficult to find a good bicycle route, and as long as you are modifying 281 out there, I think that allowances for bicycle traffic should be seriously considered. Now, we will have to figure out how a bike rider will get out to that stretch of 281, but that's another issue.	Frank	Huddleston
159	05/08/2014 5:14 PM	As I have stated at the last meeting, I do not believe in the viability in toll roads. They should be illegal an considered an abuse of power when supported by officials	Stephen	Salinas
160	05/08/2014 6:42 PM	Provide a bike friendly environment for bicycle traffic on 281 north of 1604 on all proposed new plans to improve HW-281.	Hilo	Bend
161	05/08/2014 6:43 PM	We live on Oakland Bend. Our concern with the current proposal is that we won't have a traffic signal on Mountain Lodge. (We currently have one). This light is the only thing that protects us from a very dangerous situation while trying to go southbound on 281. Can a traffic light be considered for Mountain Lodge. At the very least, maybe an acceleration lane exiting south on 281 from Oakland Bend. I'll be happy to discuss with more details if you need. Thank you.	Ramiro	Sanchez
162	05/08/2014 6:45 PM	The toll road will make a large impact on me and my family because we cannot afford the additional cost of having to pay tolls to go back and forth to work and other trips into San Antonio. The use of a free lane will greatly increase the time and effort to get to and from work. I believe the financial impact on low wage workers will be very hard to absorb.	Keith	McClinchie
163	05/08/2014 7:00 PM	Your email says, "Please join us..." and yet no one from RMA was even there, unless you were there undercover. We looked and asked all over the building and	Nancy	Westphal

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		<p>there was no one representing Alamo RMA.</p> <p>Is there a reason that we can't have a special ballot for those with whom this is most affecting? We are out of the City limits and therefore, have no voice and the bureaucracy moves forward. There is obvious opposition to the plans going forward and yet no one has a voice. Wouldn't it be great if the leaders led to fulfill the needs of the people instead of being led by greed and the love of money and power.</p>		
164	05/08/2014 9:20 PM	TxDOT and the Alamo RMA continue to create great concern for me as a citizen because of an apparent lack of interest in accommodating the needs of citizens that travel by bicycle. In addition to removing wide shoulders on Loop 1604 between Blanco & 281, the idea of a toll road with access roads that do not have shoulders along 281 provides further evidence of both organization's like of foresight. Cities across the United States are creating MORE facilities for cyclists not LESS because they've recognized that promoting active living through bicycle commuting and walking are critical to their futures. Please create the infrastructure on our TxDOT roads that provides a safe means for cyclists to move about these areas in question.	Justin	Moore
165	05/08/2014 10:22 PM	I do not agree with a toll road. All expansions should be available to the general public free.	James	Grace, Jr
166	05/08/2014 10:53 PM	Why hasn't the sound barrier wall not been put up. this traffic noise is ridiculous. why should I have to keep waiting? my back yard is 281 and this is a no brainer.....put up the wall and give us home owners some peace and quite please.	sheela	patel
167	05/09/2014 6:37 AM	<p>It is important that this project include plans to make a corridor that is safe for people on bicycles. A 14' wide outside lane is NOT safe accommodation for people on bikes because of the the speed and traffic volumes on the access roads.</p> <p>Multi-use paths should be put into the Preferred Alternative. There is plenty space in the right of way to achieve this - and make the access road safer for all users!</p>	David	Shorr
168	05/09/2014 8:32 AM	As the former Mayor of Bulverde, I see a very hard economic impact on low wage earners, retirees and minorities because of your proposed toll road project. modify your plans so that traffic is improved without the burden and expense of a toll road. The only alternative for low income people is to try to get to work using free lanes which will result in more time needed to commute. It is not fair. Our highways have been paid for by taxes and it is a very discriminatory policy to make these roads toll roads. It is perfectly reasonable to plan for a new road to be tolled like 130, but not for existing highways.	Hon. Malcolm	McClinchie

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
169	05/09/2014 8:55 AM	<p>I am opposed to tolls on the project. Use the current funding to provide NON TOLLED expressway with additional lanes from 1604 to Sone Oak parkway. Divert funds from other Federal, State and Local road projects to complete the remaining section to the county line as additional funds become available.</p> <p>The political driven assumptions and pre-determined outcome for the project does not serve the public nor the environment well. The multiple attempts to bring the EIS to a conclusion does not support the toll road option.</p> <p>The total project needs to be recalculated.</p>	Clarence	Agin
170	05/09/2014 8:58 AM	<p>The US 281 expansion project will drastically effect property values in the 78258 zip. My concerns are explained below:</p> <ol style="list-style-type: none"> 1. Market demand does not currently support 10 lanes through the 281 corridor. Overkill. If you dropped some of the unnecessary stoplights and turnarounds, then throughput would drastically improve without increasing lanes. 2. Overpasses must be designed in order to STRONGLY protect against unsightly squatters, litter, and storage. This is a safety issue, in an area that has historically been very safe, clean, and accepting. Also, green space must be protected as well. Not solely for pleasantries of sight, but also to preserve current housing from damaging road noise. 3. How will you finish this project? It is so large, and so expansive, how long will this take to complete? What are the phases? How will you POSSIBLY mitigate incredible inconveniences for the community? I haven't seen a projected date yet, how long must land owners, home owners, and land lords put up with the expansion? 4. Can we PLEASE do something innovate with the highway project like in Dallas' Woodall Rogers Expressway with a beautiful park and green space and a great restaurant venue (See Savor in Dallas) that offer's a truly unique and enjoyable experience. Also, you can hide your toll "zappers" on both sides of the overpass. This is what the better communities are doing, why aren't we? This would differentiate the North-Central San Antonio Corridor in a phenomenal way. <p>I'm just a concerned land owner in the area, and not affiliated with any private organization, but want to ensure this project is done effectively (not overbuilt) and</p>	Kyle	White

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		capitalizes on opportunities to differentiate this unique and beautiful area of San Antonio. Thank you.		
171	05/09/2014 9:42 AM	After studying this corridor for so many years, and knowing the financial constraints for funding this project, it is time to move ahead with the recommended alternate. I endorse this proposal, and let's keep looking for ways to find creative solutions to our transportation needs!	GILMER	GASTON
172	05/09/2014 9:47 AM	Get the toll road built! I am sick and tired of the congestion on US 281.	Abel	Guzman
173	05/09/2014 10:16 AM	I think why not just build a double deck.the upper lanes will be tolled .then the lower lanes will be for local traffic.build it over 281 and it won't affect all the business.that way if you want to go north and skip the traffic pay the toll.i travel north a lot and would have no problem paying to skip all the traffic.I work EMS and we need to ease the stress of getting to hospitals like so. Methodist.hope this idea may help.	Charles	Bush
174	05/09/2014 10:17 AM	I have no problem with the proposal from 1604 to Stone Oak; however, additional freeway lanes need to be added north of Stone Oak to Borgfield. Toll road only has two lanes before increasing to four lanes. If two lanes of toll roads is sufficient south of Stone Oak, then two lanes should be sufficient north of Stone Oak. It looks bad to force all parties to the access roads if they do not have the money to pay tolls.	James	Sigmon
175	05/09/2014 10:32 AM	I demand that this project include plans to make a corridor that is safe for people on bikes. A 14' wide outside lane is NOT safe accommodation for people on bikes given the speed and expected traffic volumes on the access roads. I insist that multi-use paths be put into the Preferred Alternative. There is plenty of space in the right of way to achieve this - and make the access road safer for all users!	James	Thomas
176	05/09/2014 11:48 AM	1. NO TOLL ROAD! Require the politicians at all levels to use the tax money for roads only for roads and do not divert them to other pet projects. 2. Continue the full lane widths to the end of the project. With the rate of construction along the corridor, they will be needed by the time the project is complete. Therefore, just go ahead and do the entire project now. 3. NO TOLL ROAD!	Dave	Calvert

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		4. NO TOLL ROAD!		
		5. NO TOLL ROAD!		
177	05/09/2014 12:43 PM	Millions of dollars were wasted on your "Super Street" project which has proved to be practically useless other than spending money unnecessarily. It has not alleviated any of the traffic problems on the 281 N or S corridor from Stone Oak to Loop 1604. In some instances it has made it worse. The added traffic signals are not all timed and coordinated with the intersection traffic signals causing traffic that starts up from a intersection to have to stop at the next signal because it turns red after the traffic got a green signal at the light before. This erves to stop traffic flow. Further, this project wasted fuel and time by adding at least 1/2 mile more travel to a commute by having drivers travel 1/4 mile north then 1/4 mile south to end up at the same spot they started at but just on the opposite side of the intersection and after having waited for 3 additional traffic signals. The millions that were wasted on this fiasco should have been left in the bank and used for your next fisaco. Obviously, the ARMA has lost most of its credibility at this point. I can see the toll lanes will be like the ramps connecting Loop 1604 east and west to 281 South, only. The ramps are handy at times but did not help the majority of traffic in that area. It is and was not the major need but the fubds were sepnt on that anyway. Now the bulk of the traffic is still backed up on 281 for miles while the ramps enjoy only slight useage in comparison. So if you get approval to put toll lanes on 281, when the project is paid off do the tolls stop? I'll bet they don't!	Edward	Kassof
178	05/09/2014 1:55 PM	I commonly bike along the 1604 access roads. Please see that there are safe bike passage lanes included in any plans for this area.	Craig	Wood
179	05/09/2014 1:55 PM	I completely support the proposed plan for US 281. The free mainlanes from Loop 1604 to Stone Oak are a compromise that should be appreciated by the opposition. Please move forward with the proposed plans as you presented. I also fully support the tolls as I know it will help pay for this project.	Chuck	Shine
180	05/10/2014 7:11 AM	I have lived here since 2000. When I first heard about possible toll roads I was adamant against it. I believe gasoline taxes should pay for this but they apparently have been misappropriated and spend somewhere else, illegally if not unethically. The first environmental assessment should have been enough. If it had been accepted the roads would have built by now. But, no, we had to yield to progress-stopping environmentalist who won another delay by demanding an environmental impact statement. After 10 years of watching this debate about toll roads and environmental delay tactics I have given up. Just do something. If toll roads are that something then do it now.	Alan	Snyder
181	05/10/2014 8:19 AM	Please include safe alternatives for bicycle and pedestrian traffic on any changes to 281. This will serve a popular biking area and could make it even better or	Thomas	Oates

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		without, could make this very dangerous. Thank you.		
182	05/12/2014 11:42 AM	<p>Please do not go through with this toll road. My taxes are devastating as it is. It will not benefit our community at all.</p> <p>Thanks for listening,</p> <p>Mary C. Layton</p>	Mary	Layton
183	05/12/2014 11:43 AM	<p>As someone who travels on this section of 281 on a daily basis for work, I am ecstatic to see the plan for 281 this is being considered!!!! I will happily pay a fee in order to add a good hour to my day to be able to spend with my family!!! This plan will benefit my husband, who is a San Antonio Firefighter, as well. In my opinion, this construction is way overdue and I'd rather pay a toll fee and get it done right once and for all before it gets held up in court again or some other ridiculous delay. We moved to Spring Branch from Leander (N. of Austin) in 2011, where tolls helped us tremendously and improved our quality of life as they were constructed while we lived there. We were able to bypass 14 lights in the Cedar Park area which cut our commute time in half. We gladly paid our tolls fees which were about \$80 a month between the two of us. I believe the proposed plan for 281 would cut my travel time from an hour to 30 min. or less.</p> <p>The situation on 281 is only going to get worse with the businesses and housing that are going up in the area including the Singing Hills development in Bulverde. It is a weekly occurrence that I have to detour around the area and go down Bulverde Rd. due to a wreck or other "event". Last week, the "event" was that the lights weren't working in the morning at 281 & Stone Oak Pkwy so traffic was back up well past Overlook Pkwy. It is ALWAYS SOMETHING!!! All the traffic seems unsafe for first responders too, it is hard for them to maneuver through the traffic to get where they need to be.</p> <p>I urge all decision makers to move forward with this plan ASAP. Thank you for considering our opinions in the matter, it is greatly appreciated.</p> <p>Sincerely,</p> <p>Stephanie Lyles</p>	Stephanie	Lyles
184	05/12/2014 1:42 PM	the proposed toll road on U.S. Highway 281 is the most ridiculous waste of tax payer money I have ever seen! Is someone from New York city engineering this plan or is someone who has actually had to sit in traffic on this route day after day	Elizabeth	Martin

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		involved in the plan??? HELLO! the congestion STOPS at TPC/Stone Oak parkways. In plain ENGLISH the jam is Loop 1604 to Stone Oak/TPC - that means 80% of the traffic needs to get off in this area - the proposed toll road does not allow this!!!! Not only is the plan flawed for a short 8 miles EXISTING highways are not supposed to be tolled - only new roadways can be tolled.		
185	05/12/2014 7:31 PM	I understand that there are no "free lanes" on 281 N from Marshall to Borgfeld, only access roads. I understand also that there are no "free lanes" on 281 N from Marshall to Borgfeld because the money has not been appropriated yet. Doesn't it make more sense to leave the four lane divided highway as it is until the money is there? Why mess up our "free lanes" we have now for access only roads?	Cheryl	Townsley
186	05/13/2014 7:23 AM	I understand that you are not going to be able to please everyone. I would love this road but like everyone else am worried about what the cost will be for me. What I don't understand is why the yearly cost would have to be so high. You have so many people that use this highway to go to and from work. Why not make it a reasonable, affordable, yearly cost? You would have more people using it and less in admin cost because people would be renewing yearly. To me there is nothing more frustrating then to go to other cities and no one is using the toll road. Let's be the first to do this the right way. Let's build the road and make it affordable for a yearly pass. I think that way everyone will be happy.	Donna	Real
187	05/13/2014 5:04 PM	NO TOLL ROADS. We do not want to have to pay to leave our subdivision and drive to work on roads that we have already paid for.	Carol	Soules
188	05/13/2014 6:08 PM	I've been told that there are no plans to include any room for bicycles in the new construction on US-281. Considering the fact that the number of bicycling enthusiasts has greatly increased over the past 10 years and that bicyclists are getting killed all over the San Antonio area at an alarming rate, it seems pretty asinine to leave out some kind of lane for the active bicycling community. This in addition to the Complete Streets policy enacted in San Antonio. As it looks right now, we'll continue the active war zone of wall-to-wall metal containers vying to get home first.	Charles	Knebel
189	05/13/2014 8:31 PM	i prefer the complete non-toll expressway option.	Robert	Scott
190	05/14/2014 8:02 AM	I think this plan can be done without the toll roads. Love the Bridges over the major cross streets just having those and adding an extra lane in both directions would alleviate all the problems.	Sharon	Gilreath
191	05/14/2014 8:03 AM	NO Toll roads just add the bridges at all major cross streets and one extra lane in both directions to help with traffic.	Jim	Gilreath

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
192	05/14/2014 8:17 AM	Concerned about the extra cost of living north of Stone Oak. Hopeful that a non-tolled option will come to light. Also, would like noise barrier wall to be considered for bridge spanning from Wilderness Oak to Overlook. Summer Glen does not sit right beside 281 but will certainly have increase noise with the raised structure.	Jennifer	Easley
193	05/14/2014 9:45 AM	I am opposed to the Proposed 281 Toll Road Project and am in support of the preferred alternative (option) to be the COMPLETE NON-TOLL EXPRESSWAY OPTION. After reviewing both proposals, the COMPLETE NON-TOLL EXPRESWAY OPTION" offers a more beneficial and cost effective approach to easing the traffic bottlenecks. The 281 Proposed Toll Road construction costs for excessive overpasses, unnecessary walking/bike paths and rain gardens grossly outweigh their benefits. Additionally, should the toll road fall short in generating its anticipated revenues, we the homeowners and taxpayers will once again bear the burden to make up the deficit.	Roslyn	Met
194	05/14/2014 11:40 AM	This is a terrible idea to convert 281 to a toll road. Study after study have proven that they do not benefit drivers when converting an existing public road to a toll system. Our state collects billions of dollars every year from gas taxes and well as federal gas taxes. These dollars do not get spent how they are supposed to. San Antonio drivers cannot afford tolls and this will make San Antonio a less attractive destination.	JEFF	ELDRIDGE
195	05/14/2014 3:43 PM	<p>We must have access to 1604 from toll lanes!</p> <p>We must have exits between Sonterra & Stone Oak!</p> <p>We must have free expressway lanes north of Stone Oak!</p> <p>There must be alternative roads such as frontage/access roads or adjacent alternative thoroughfares available to those who cannot pay or do not want to use the toll roads!</p> <p>Adjacent thoroughfares such as frontage/access roads and alternative roads must be maintained as needed on a regular basis for folks who cannot or do not want to use the "toll" roads!</p> <p>The toll roads must be built by an American company employing legal American citizens!</p>	Danette	Griffin
196	05/14/2014 4:22 PM	We must have access to 1604 from toll lanes!	Holly	Reich

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		<p>We must have exits between Sonterra & Stone Oak!</p> <p>We must have free expressway lanes north of Stone Oak!</p> <p>There must be alternative roads such as frontage/access roads or adjacent alternative thoroughfares available to those who cannot pay or do not want to use the toll roads!</p> <p>Adjacent thoroughfares such as frontage/access roads and alternative roads must be maintained as needed on a regular basis for folks who cannot or do not want to use the "toll" roads!</p>		
197	05/14/2014 4:29 PM	<p>The plan morphed from a completed, streamlined expressway design (upgrading the corridor adding two new lanes, needed overpasses, and access roads) to a hybrid toll-transit-HOV mix with fewer non-toll highway lanes than we have today — non-toll lanes that cease at Stone Oak Parkway.</p> <p>The purpose of this public hearing is for TxDOT & the RMA to solicit PUBLIC COMMENT on its draft preferred alternative needed to secure FINAL clearance.</p> <p>1.It's important to state what you want the 'preferred alternative' (or option) to be: the 'COMPLETE NON-TOLL EXPRESSWAY OPTION.'</p> <p>2.The second priority is to comment on any flaws or concerns with the Draft Environmental document. Below we outline some areas of concern that could be included in your comments.</p> <p>Concerns with the Draft EIS (in addition to those on the front page)</p> <p>Ideas for public comments</p> <p>Submit public comment in favor of the complete, non-toll expressway option by May 19, 2014 to AlamoRMA@bexar.org. Include your full name & address. Ask for email confirmation of receipt.</p> <p>•Current Toll Plan does NOT add ANY new highway lanes from Loop 1604 to Stone Oak Pkwy.</p>	Marcus	Murphy

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		<p>The current toll plan adds no new lanes south of Stone Oak Pkwy, therefore it does NOT meet the purpose and need of the project, which is to improve mobility and relieve congestion in the corridor. The non-toll highway lanes adjacent to the middle HOV/Transit toll lanes will remain congested without new added capacity. The section north of Stone Oak Pkwy. that turns into a toll-only highway (no free highway lanes) will not meet the purpose and need of the project since it will displace traffic avoiding the toll onto frontage roads and neighborhood streets creating permanent congestion in the corridor and an underutilized tollway (like SH 130).</p> <p>•What's driving up the cost?</p> <p>First, there are 9 overpasses planned in just 7 miles. That's OVERKILL, not every subdivision needs its own overpass. Each one costs about \$10 million, so eliminating some of the overpasses would shave cost and help make a non-toll option more affordable. Second, the plan also includes an extravagant, exclusive Via transit lane and direct connect ramp (\$56 million is the estimate available) to its planned Park-N-Ride facility at the corner of Stone Oak Pkwy. and Hwy 281. It's estimated to be up to 75 feet in the air (as tall as the southern direct connect interchange ramps at 1604). The Via exclusive transit lane and ramp can only be accessed in two places – just north of Evans Road near the HEB and just north of Stone Oak Pkwy. The lanes dump into the toll lanes in the center of 281 so the transit riders needing to travel to Loop 1604 can't take the transit lanes. It's designed for travelers who are headed south of Loop 1604 on Hwy 281 with very limited stops until downtown.</p> <p>Anyone who has to travel to Loop 1604 cannot exit the Park-N-Ride using the ramp, those travelers are dumped onto Stone Oak Pkwy. Any buses needing to get to 1604 will be forced to take Stone Oak Pkwy. Since the transit lane doesn't even connect to 1604, it doesn't connect to all the major destinations and job centers along 1604 and I-10 (like USAA, UTSA, & the Medical Center), so it limits riders exclusively to north-south travel only. Much of the 281 traffic heading south peels off at 1604 & is not headed all the way downtown. Third, the project includes bike & pedestrian pathways throughout the entire 7 mile corridor adding unnecessary cost. Bikes & pedestrians can safely travel along the planned frontage roads. Fourth, the project also includes 'context sensitive solutions' like artistic elements , accent lighting, rain gardens, etc. All of these extra costs need</p>		

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		<p>to be eliminated.</p> <ul style="list-style-type: none"> •The money is there to fix 281 WITHOUT tolls <p>The excuse to toll 281 is there's not enough money. But the expansion and overpasses were fully funded through 2008 when that tax money disappeared. Still today, the financing for the project is NOT backed by tolls. \$228 million is non-toll tax money (\$60 million is for the interchange ramps). The remaining \$230 million will be a loan from TxDOT or the federal government. Local politicians just doubled Bexar County registration fees. They're already using half of it, \$70 million, to build NON-toll lanes on 1604 (at a cost of roughly \$20 million/mile yet 281 supposedly costs \$48 million/mile - something's wrong with this picture). Taking the 1604 example, to fix 7.8 miles on 281 at \$20 million/mile would cost \$156 million--add in the \$85 million still needed for right of way & that's \$241 million, yet the RMA claims it's \$458 million. Why not spend the other \$70 million in registration fees toward completing 281 without tolls? Why not nix the exclusive Via ramp to shave cost (est. \$56 million) or nix some of the extraneous overpasses or bike paths? The answer is politics. Our representatives in the 281 corridor have let over \$1 billion in non-toll road taxes slip by and spent it on everything BUT 281.</p> <ul style="list-style-type: none"> •Taxpayers on the hook for the losses <p>The toll road isn't remotely financially viable (can't pay for itself with just the toll payers), so the RMA will use the taxpayers as their bailout plan and loan guarantor by using a State Infrastructure Bank loan from TxDOT or a taxpayer-backed federal TIFIA loan rather than bonds backed exclusively by tolls (that taxpayers aren't responsible for repaying).</p> <ul style="list-style-type: none"> •Cash toll payers will be charged more & the HOV 'catch' <p>Since the tolling will be all electronic, you have to be registered with the government & give them access to your bank account. A TollTag is required to get a lower toll rate (toll rate range: 17-50 cents a mile). Those who get billed by mail will pay 33-50% higher toll rates. HOV must be pre-registered with the government & have an active TollTag (that costs money to keep open). It requires 3 or more people to be in your car. So just hopping into the HOV/toll lane to go to lunch with colleagues won't count as a qualified HOV 'free ride.' Moms in minivans shuttling</p>		

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		<p>kids to soccer practice also won't qualify either unless you register in advance and meet the qualifications as a 'registered, declared' carpool vehicle.</p> <ul style="list-style-type: none"> • No meaningful study of economic impacts to residents, businesses, employees in the corridor as required by federal law (NEPA) <p>The Draft EIS acknowledges (Vol I, Chap. 3 p. 215) traffic trying to avoid paying tolls will be displaced onto neighborhood streets. This effects safety, schools, property values, quality of life, and access to gainful employment. The tolled options DO NOT meet the purpose and need of the project when it will merely displace congestion into neighborhoods, rather than relieve it. Driving congested, stop-light ridden frontage roads is NOT an efficient nor effective alternative to freeway lanes. The EIS claims if someone can't afford tolls, they can use the frontage roads. Making those who can't afford tolls second class citizens relegated to congested free routes is not only patently unfair (especially since they're paying gas tax for state highways), it's discriminatory and inefficient.</p> <p>For more info go to</p> <p>www.TexasTURF.org</p> <p>www.LetSAvote.com</p>		
198	05/14/2014 5:10 PM	Toll roads are discriminatory. Only the rich can afford to use them. I am not one of those people. I believe the plan laid out will increase traffic on non toll lanes which will increase accidents and delays and only hurt the local businesses along the 1604 to Stone Oak Parkway section. I will be one of those who will look for alternative options to using 281.	Richard	Muzny
199	05/14/2014 6:15 PM	Tolling U.S. Highway 281 is a gross imposition on the public by TXDot and Alamo Metropolitan Planning Organization (or MPO). Whatever happened to the Federal provision to prohibit tolling on Federal Freeways sponsored by former Sen. Hutchinson?	James	Hull
200	05/14/2014 7:53 PM	<p>I am adamantly opposed to toll roads on 281 for many reasons, not just the expense that I cannot afford as a public school teacher. This plan is ill advised and will not improve trafficfor the following reasons:</p> <p>-No access to 1604 from toll lanes.</p>	Jacqueline	Lousier

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		<p>-No exits between Sonterra & Stone Oak.</p> <p>-No free expressway lanes north of Stone Oak!</p> <p>PLease do the right thing for Texas taxpayers and stop the toll road on 281.</p>		
201	05/14/2014 10:42 PM	<p>We in this home (4 voters) oppose the current proposed "solution" to 281congestion north of 1604 - based on the following points:</p> <p>No access to 1604 from toll lanes.</p> <p>-No exits between Sonterra & Stone Oak.</p> <p>-No free expressway lanes north of Stone Oak!</p>	Laura	Hopkins-Day
202	05/14/2014 11:04 PM	<p>Sontara Blvd has a connecting road to northbound Hwy 281. Your current schematic shows that drivers using this road will not be able to get onto the limited access 281 (tolled/managed)until past Encino Rio!! For me this is not acceptable. There is a large amount of traffic on this road coming from Costco, Walmart, Two Hospitals (and an animal Emergency Facility) and multiple medical offices. This will bog down that frontage road quite a bit. I am all for the toll/managed and would prefer to be able to get on sooner than later and stay away from the frontage when I don't need to visit any of the businesses there. Please review this area and consider a fix. Thank you.</p>	Judy	Wilken
203	05/14/2014 11:24 PM	<p>This tolling of public freeways is wrong and I oppose it. I allege that I believe the tollers have attempted to punish me personally for opposing tolls and I now fear for my livelihood if I attend public meetings, etc.</p> <p>I compliment Terri Hall and all she and her folks have done all these years to keep doing the impossible of opposing this alliance of bought off politicians who I believe don't give a damn about their community's majority public and crooked business people who I allege that I believe seek to get toll pay-offs while they destroy small business competition in toll areas and control property values by deciding which areas will have decent resale and rental value since nobody is going to want to travel, do business or live in tolled areas more than absolutely necessary.</p> <p>The fact that so few speak up in the business and real estate community which will be so negatively affected is what is so pathetic but after having experienced the tollers' treatment driving me out of the commercial sales and insurance</p>	David	Purdy

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		<p>professions for the most part, I can understand it.</p> <p>There were several efforts made to get me fired from my current employer by a former manager who I witnessed doing illegal drugs on company property among other things, Drew Kittle, because he told me quote "You make my friends mad" by my opposing tolls after attending a meeting off 1604 last year. Fortunately, the owner of my company is a credit to his profession and confronted Drew Kittle with his many misdeeds and accepted his resignation so hopefully I can stay gainfully employed for awhile now in the city I grew up in, San Antonio. All I experienced though over the last several years taught me of the coordination that I believe exists between the business community members who support tolls and their paid off politicians such as I believe Nelson Wolff and his son Kevin Wolff to be having bad, practical consequences to those who dare practice their rights of free speech against tolls!</p> <p>At the end though, I refuse to be completely silent as it will cost me too much for the rest of my life and I can at least say I did what little I can now do to express my disgust and rage at the false way this transportation process operates where meetings are held at inconvenient times for mainstream attendance and the recriminations brought against those who dare try to speak out in their business and personal lives at these supposedly public meetings. Before any of these toll lanes are approved I encourage honest investigation of my allegations that anti-toll individuals and political leaders such as on the state level then candidate for Senator Ted Cruz and on the local level Commissioner Tommy Adkisson and former City Councilwoman Elisa Chan were targeted by interests to benefit from tolling for ill treatment in the media and threats applied to ensure inadequate campaign contributions, etc as well as practical means employed against Terri Hall's supporters to hurt them in their livelihoods, etc. Let's know the truth about which businesses I believe will get toll pay-offs while we the majority driving public get the toll rip-off! Thank you!</p>		
204	05/15/2014 7:40 AM	I am very worried about the traffic congestion this road configuration proposed might cause at Stone Oak. I am also against paying tolls in perpetuity. I do not mind the government taking out a loan to build a road and having us help pay it back by paying tolls until the loan is paid off but I do not want companies profiting from us indefinitely! I am against the lanes we already paid for being turned into toll roads. The toll people need to build their own roads. I still don't understand why we just can't build overpasses.	Susan	Herr
205	05/15/2014 7:52 AM	As a taxpayer, I want to own public projects that improve the area where I live. Hwy 281 needs overpasses. Private companies looking to profit for life on roads	Richard	Herr

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		that I have paid for, I am against. Take out a loan and improve 281, tolls can be assessed to pay back the loan, in the end as a taxpayer, I want to own the road. Tolls are not a profit making tool, they are a means to an end, once the loan is paid off, they end. Overpasses are the answer for 281, not a lifetime toll road.		
206	05/15/2014 8:21 AM	I want the preferred alternative to be the complete non-toll expressway option. Flaws or concerns with the draft environmental document: * Current toll plan does not add any new highway lanes from Loop 1604 to Stone Oak Pkwy. * The money is there to fix 281 without tolls. * Taxpayers are on the hook for the losses. * There has been no meaningful study of economic impacts to residents, businesses, employees in the corridor as required by federal law (NEPA).	Stacy	Singleton-Williams
207	05/15/2014 9:59 AM	I do not support any plan (current or future) for any form of toll or 'managed lane' fee, and neither do the vast majority of residents using this miserable stretch of road. The right-of-way has already been purchased, the funds for construction are already there. Proposing a 'fee' or a 'toll' is nothing more than confiscatory double taxation. Todd DeYoung 3714 Sunset Heights San Antonio, TX 78261	Todd	DeYoung
208	05/15/2014 11:33 AM	As a resident of Encino Park and an owner of property in Bulverde, I am definitely interested in improving the transportation capacity and overall functionality of US 281 as soon as possible. The countless delays and lawsuits that continue to postpone this project are extremely aggravating to me. I have thoroughly reviewed the plans and schematics presented in May 2014. It is my opinion that the current plan/design for US 281 is very good and would	David	Drewa

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		<p>tremendously improve traffic flow and safety, while reducing delays and pollution.</p> <p>While I would certainly advocate keeping the per mile toll rates as low as possible, I do understand the need to charge tolls for some of the new lanes and in my opinion this should not be an impediment to moving forward with the project. After all, these tolls will only affect some of the new lanes and none of the existing lanes.</p> <p>One suggestion/recommendation regarding the toll/managed lanes would be to allow free passage on the managed lanes for vehicles with two or more passengers without requiring some sort of permitting or licensing--just like most HOV lanes do elsewhere in the country.</p> <p>Please proceed with this project and the construction at the earliest possible date! Thank you!</p>		
209	05/15/2014 1:16 PM	I think you have done a fantastic job. I can either spend money on gasoline idling in crawling traffic and hurting our ozone-levels or pay a toll to move freely. I choose moving. I'm 51 and hope I'm still alive to see it complete.	Marco	garcia
210	05/15/2014 1:22 PM	I don't know why but, I apparently checked all the boxes below on my first submittal. No, I do not work for Txdot, I do not do business with TXDOT and I cannot benefit monetarily from this project. I just want it done and over with.	Marco	garcia
211	05/15/2014 2:10 PM	<p>I attended the recent open house on May 8th on behalf of my client, HEB Grocery Company, to review potential impacts to any of the four properties they own that are adjacent to this project. We have the following comments:</p> <ul style="list-style-type: none"> - need confirmation that access rights will not be limited on any of the four tracts HEB owns. This information was not provided at the open house. - need elevation information on proposed roads to ensure there is safe ingress/egress from properties to frontage roads. - ramps should be positioned so customers do not have to go through more than 1 traffic signal to access a property - for instance northbound traffic access to the store at the northwest corner of Evan and 281. It appears customers will have to go through signalized intersections at Encino Rio and Evans to get to the store. This could be addressed by evaluating the location of the exit ramp OR by creating a turn around at Encino Commons for northbound traffic to uturn under the main lanes, then head south for safe access into the site on the west side of 	Mark	Johnson

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		<p>281.</p> <p>Thank you for your time.</p> <p>Mark Johnson, PE</p>		
212	05/15/2014 3:35 PM	no toll roads PERIOD!	dave	a
213	05/15/2014 9:31 PM	<p>I oppose both build alternatives. These projects will encourage more sprawl development (about 19000 acres, according to the plan) and tens of thousands of more vehicles per day on the roads. Even with tolls (widely disliked) they will never pay for themselves. They will add impermeable surfaces and damage the aquifer, our cheapest, cleanest source of drinking water. Even with managed lanes, they will not do enough to enhance multi-person and public transit, and so will not comply with MPO 2035 and TIP. They will further degrade endangered and threatened species habitat, and the mitigations are all speculative and unfunded. There is no provision for the NAAQS non-attainment that will exist before or shortly after construction may begin, and the project will surely worsen air quality. Provisions for pedestrian and bike traffic are "preliminary" and largely traditional shared lane concepts that are unsafe and unattractive.</p> <p>This project is almost half a billion dollars of misdirected expense that will not solve the mobility problems it attempts to address, at least not within the context of threatened air and water quality, and regional plans that call for much more public transit. More lanes, even 12-14, never solve congestion for long, only encouraging more traffic. This money urgently needs to be spent to greatly expand public transit options to this area, encouraging TOD, while providing more incentives for in-fill development rather than continued private vehicle based sprawl.</p> <p>The no build alternative should be chosen, and the entire process should be redone to provide real long term transit solutions that will protect the EA, our air quality, and comply with MPO 2035.</p>	Terry	Burns
214	05/15/2014 10:56 PM	<p>I am in favor of the complete, non-toll expressway option. I am Opposed to all Toll Lanes and all Tolls. Tolls are a tax. Taxes go up every year. Tolls will climb to 50 cents a mile. The average cost to travel this new toll road is \$2,000-\$4,000 a year</p> <p>Can't exit toll lanes until Stone Oak</p>	Randal	Becker

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		<p>The RMA's tollway design only allows drivers to enter/exit the middle toll lanes at Sonterra and Stone Oak. The majority of the traffic in the 281 corridor travels between those two points. If none of those travelers can enter/exit the toll lanes to get to their homes, that squeezes a ton of drivers into fewer highway lanes than we have now. So all local traffic (between Loop 1604 and Stone Oak Pkwy.) will be scrunched into two non-toll highway lanes when today there are three (each direction).</p> <p>There is no non-toll expressway option north of Stone Oak</p> <p>The four non-toll expressway lanes will dissappear north of Stone Oak Pkwy. when all six expressway lanes will become toll lanes. All the lanes driven on today for FREE will be converted to toll lanes - a massive DOUBLE TAX! Those who can't afford tolls will be forced to exit to the frontage roads at Stone Oak Pkwy causing a major traffic back-up & permanent congestion for local residents.</p> <p>Can't access Loop 1604 or local neighborhoods from toll lanes</p> <p>Anyone headed from/to Hwy 281 from Loop 1604 will not be able to access the toll lanes even if they wanted to. The only way to access the new northern ramps to 1604 will be from the non-toll lanes. So, once again, all the traffic needing to travel on Loop 1604 will NOT have the option of doing so from the toll lanes. They'll be squeezed into four non-toll highway lanes when today there are six. A significant number of travelers need to take Loop 1604 and do not continue heading south on 281 toward downtown. Tolls are cutting off access to needed routes. The 'preferred alternative' being promoted is designing permanent congestion in the corridor.</p> <p>Tolls will be charged in perpetuity</p> <p>The Alamo Regional Mobility Authority (RMA) has stated that it plans to charge tolls on 281 in perpetuity. This will be a PERMANENT NEW TAX on driving.</p> <p>Even if I never take the toll lanes, the cost of everything I buy will go up because businesses will now be paying tolls to get their goods and services to market. So everybody will pay more.</p>		

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		<p>Tolls displace traffic onto neighborhood streets</p> <p>People try to avoid paying tolls, so they find alternate routes to bypass the toll lanes. Studies show tolls displace traffic onto surrounding neighborhood streets and increase accidents and congestion on local streets.</p> <p>I cannot afford to pay 50¢ a mile to get to work.</p> <p>The Proposed Toll Road plan morphed from a completed, streamlined expressway design (upgrading the corridor adding two new lanes, needed overpasses, and access roads) to a hybrid toll-transit-HOV mix with fewer non-toll highway lanes than we have today — non-toll lanes that cease at Stone Oak Parkway.</p> <p>I want the 'preferred alternative' (or option) to be: the 'COMPLETE NON-TOLL EXPRESSWAY OPTION.'</p> <p>The proposed Toll plan does NOT meet the purpose and need of the project, which is to improve mobility and relieve congestion in the corridor. The non-toll highway lanes adjacent to the middle HOV/Transit toll lanes will remain congested without new added capacity. The section north of Stone Oak Pkwy. that turns into a toll-only highway (no free highway lanes) will not meet the purpose and need of the project since it will displace traffic avoiding the toll onto frontage roads and neighborhood streets creating permanent congestion in the corridor and an underutilized tollway (like SH 130).</p> <p>The 9 overpasses planned in just 7 miles IS DRIVING UP THE COST. That's OVERKILL, not every subdivision needs its own overpass. Each one costs about \$10 million, so eliminating some of the overpasses would shave cost and help make a non-toll option more affordable. Second, the plan also includes an extravagant, exclusive Via transit lane and direct connect ramp (\$56 million is the estimate available) to its planned Park-N-Ride facility at the corner of Stone Oak Pkwy. and Hwy 281. It's estimated to be up to 75 feet in the air (as tall as the southern direct connect interchange ramps at 1604). The Via exclusive transit lane and ramp can only be accessed in two places – just north of Evans Road near the HEB and just north of Stone Oak Pkwy. The lanes dump into the toll lanes in the center of 281 so the transit riders needing to travel to Loop 1604 can't take the transit lanes. It's designed for travelers who are headed south of Loop</p>		

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		<p>1604 on Hwy 281 with very limited stops until downtown.</p> <p>Anyone who has to travel to Loop 1604 cannot exit the Park-N-Ride using the ramp, those travelers are dumped onto Stone Oak Pkwy. Any buses needing to get to 1604 will be forced to take Stone Oak Pkwy. Since the transit lane doesn't even connect to 1604, it doesn't connect to all the major destinations and job centers along 1604 and I-10 (like USAA, UTSA, & the Medical Center), so it limits riders exclusively to north-south travel only. Much of the 281 traffic heading south peels off at 1604 & is not headed all the way downtown. Third, the project includes bike & pedestrian pathways throughout the entire 7 mile corridor adding unnecessary cost. Bikes & pedestrians can safely travel along the planned frontage roads. Fourth, the project also includes 'context sensitive solutions' like artistic elements , accent lighting, rain gardens, etc. All of these extra costs need to be eliminated.</p> <p>The money is there to fix 281 WITHOUT tolls</p> <p>The excuse to toll 281 is there's not enough money. But the expansion and overpasses were fully funded through 2008 when that tax money disappeared. Still today, the financing for the project is NOT backed by tolls. \$228 million is non-toll tax money (\$60 million is for the interchange ramps). The remaining \$230 million will be a loan from TxDOT or the federal government. Local politicians just doubled Bexar County registration fees. They're already using half of it, \$70 million, to build NON-toll lanes on 1604 (at a cost of roughly \$20 million/mile yet 281 supposedly costs \$48 million/mile - something's wrong with this picture). Taking the 1604 example, to fix 7.8 miles on 281 at \$20 million/mile would cost \$156 million—add in the \$85 million still needed for right of way & that's \$241 million, yet the RMA claims it's \$458 million. Why not spend the other \$70 million in registration fees toward completing 281 without tolls? Why not nix the exclusive Via ramp to shave cost (est. \$56 million) or nix some of the extraneous overpasses or bike paths? The answer is politics. Our representatives in the 281 corridor have let over \$1 billion in non-toll road taxes slip by and spent it on everything BUT 281.</p> <ul style="list-style-type: none"> • <p>Taxpayers on the hook for the losses</p>		

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		<p>The toll road isn't remotely financially viable (can't pay for itself with just the toll payers), so the RMA will use the taxpayers as their bailout plan and loan guarantor by using a State Infrastructure Bank loan from TxDOT or a taxpayer-backed federal TIFIA loan rather than bonds backed exclusively by tolls (that taxpayers aren't responsible for repaying).</p> <ul style="list-style-type: none"> • <p>Cash toll payers will be charged more & the HOV 'catch'</p> <p>Since the tolling will be all electronic, you have to be registered with the government & give them access to your bank account. A TollTag is required to get a lower toll rate (toll rate range: 17-50 cents a mile). Those who get billed by mail will pay 33-50% higher toll rates. HOV must be pre-registered with the government & have an active TollTag (that costs money to keep open). It requires 3 or more people to be in your car. So just hopping into the HOV/toll lane to go to lunch with colleagues won't count as a qualified HOV 'free ride.' Moms in minivans shuttling kids to soccer practice also won't qualify either unless you register in advance and meet the qualifications as a 'registered, declared' carpool vehicle.</p> <ul style="list-style-type: none"> • <p>No meaningful study of economic impacts to residents, businesses, employees in the corridor as required by federal law (NEPA)</p> <p>The Draft EIS acknowledges (Vol I, Chap. 3 p. 215) traffic trying to avoid paying tolls will be displaced onto neighborhood streets. This effects safety, schools, property values, quality of life, and access to gainful employment. The tolled options DO NOT meet the purpose and need of the project when it will merely displace congestion into neighborhoods, rather than relieve it. Driving congested, stop-light ridden frontage roads is NOT an efficient nor effective alternative to freeway lanes. The EIS claims if someone can't afford tolls, they can use the frontage roads. Making those who can't afford tolls second class citizens relegated to congested free routes is not only patently unfair (especially since they're paying gas tax for state highways), it's discriminatory and inefficient.</p>		
215	05/16/2014 10:34 AM	I strongly support the improvements along US281. I live very close to 281 and it is my primary route of travel for everything.	Roger	Haydon

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
216	05/16/2014 10:42 AM	We need congestion relief and if we need to implement toll lanes than I am all for it.	Stephanie	Meissner
217	05/16/2014 10:54 AM	<p>Thank you so much for contiuiuing to try to improve this section of roadway. I live 6 miles outside Loop 1604 along US 18, so I am greatly affected by what will or will not be done to this roadway. We have spent too much time and money "studying" this stretch of roadway and meanwhile congestion keeps on getting worst and developers continue to build. I am all for frontage roads, overpasses, highway lanes and managed lanes....Options! That is all that can be provided and leave it to everyone to decide. Please just begin construction soon.</p> <p>Thanks,</p>	Jaime	Aguilar
218	05/17/2014 9:42 AM	Why do you want to punish those who live in Comal County & work in SA by making them pay a toll? What options do they have but to find an alternate route to work? I guess you think this is going to solve traffic congestion. I would bet my next retirement check that not one person on the arma will pay ant tolls! Let the taxpayers vote on it!	George	Glasby
219	05/17/2014 1:40 PM	<p>I attended the 281 North Improvement Project meeting on May 08.</p> <p>I do not want any toll road on any section of US Hwy 281. All motorists already pay a tax on motor fuels to fund public road construction and maintenance. Paying tolls on roads is a double taxation. If there are insufficient revenues generated to build and maintain our roads, raise the fuel tax - on everyone.</p> <p>The toll, we were told at the May 08 meeting, can be as high as \$0.50 per mile. For my commute from Bullverde into the airport, the tolls will be more than the cost of all the gas I use to drive the entire round trip. Plus, I am paying taxes on all of that gas to build and maintain public roads.</p> <p>I don't believe a VIA park and ride facility at Stone Oak Parkway is an appropriate use of funds for the citizens who live in the area. I don't believe the cost of the facility can or will be justified by the number of persons riding the buses. If the demographics change in the future, add it at that point.</p> <p>I favor scaling back the project to just the section from 1604 to just north of Stone Oak Parkway. That is the section that causes the vast majority of the congestion. Add new lanes in the existing median with three overpasses over the three main cross streets for that section and leave the roads north the way they are. If more</p>	Richard	Murphy

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		lanes are needed to the north later, pave the median. Building the "super street" helped the congestion significantly. Creative ideas like that are what are needed to affordably reduce traffic congestion on 281.		
220	05/18/2014 2:22 PM	I have never been in favor of toll roads. Had the improvements that were funded years ago, ie the bridges at the critical intersections, been built instead of that funding diverted (stolen) the traffic issue would not be the issue it is today. As the growth continued in the area and beyond, it was the responsibility of Tx.Dot and the elected officials to make the necessary improvements to the streets, frontage roads and traffic lights. Now they are proposing toll roads. This is like the thief that steals your car and then sells it back to you. Our tax dollars are being stolen from us and we are being saddled with this "solution". Until the politicians and the developers are forced to address the the issue of streets this will continue to be a problem. If this passes, then don't be surprised when Blanco Rd., Bulverde Rd.and any other road or street that meets the tolling agenda is targeted. HOLD THEIR FEET TO THE FIRE AND MAKE THEM DO THE RIGHT THING!!	Ken	Jones
221	05/18/2014 2:32 PM	I have lived in the Estates at Stonegate off of Hwy 281 since 1990. Until recent years, the drive was relatively clear and unobstructed, with traffic flowing at or near the speed limit. I have witnessed the congestion from new, dense development in the area (inappropriately dense, to my mind). I agree that the congestion needs to be relieved, although the superstreet configuration has helped considerably, at least when the proper light timing sequence is maintained. I expect traffic loads to increase as the Hill Country continues to be overdeveloped. However, I am annoyed that I will be required to pay tolls to continue to have unrestricted highway access to my neighborhood. I have no other realistic transportation options than Hwy 281. My family frequently travels in both directions, both north and south, so we will face toll roads in either direction. While I understand that the access roads will be untolled, they will not provide the same highway access that we historically utilized. I suspect that the highway authority will have a strong incentive to make the free access roads slow and inconvenient, because it will need for as many cars as possible to elect to use the toll lanes. There necessarily must be an inherent disincentive for through traffic use of the free access lanes instead of the tolled access lanes, to maintain the revenue stream from tolling. I do not know how much the tolls will be. If they are cheap enough, then perhaps that factor will encourage use of the toll lanes, but there is no way I can evaluate that factor, which is a critical element in the overall design. Finally, it rankles me that our local authorities are promoting a streetcar project that will largely benefit one tourist development and a few other well connected developers, but they cannot find funds to improve the entire stretch of	Barron	Dowling

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		Hwy 281, which will be a major benefit to tens of thousands of local residents. The amount of people using Hwy 281 in one morning will exceed any realistic estimate of the number of people who would use this streetcar in a year. Our funding priorities are wrong on this matter.		
222	05/18/2014 11:00 PM	I want the Complete Non-Toll Expressway Option. I do not want a toll road. I live just north of Marshall road and I am opposed to a gigantic toll road in my community. I don't want to pay toll to drive to the grocery store or to work, and I don't want to pay for the project with tax dollars when everyone realizes that it is not self funded. This project reeks of waste and special interests among the cronies at the Texas Department of Transportation. I have nothing to do with TxDOT. Please bury this project once and for all!	Chaula	Rana
223	05/19/2014 10:11 AM	As a tax paying home owner, I strongly object to this plan to make 281, Borgfeld to 1604 a toll road. All this plan would accomplish is to make the taxpayer responsible in perpetuity for a massive double taxation and the huge dumping of traffic onto residential side roads because access roads to on-off this toll road would be seriously limited or covered by proposed 7 overpasses. Non-toll roads would become 2 lanes instead of the 3 lanes each way as they are now. Please STOP THIS PLAN.	Diana	Forgione
224	05/19/2014 10:59 AM	I was very impressed with the thoughtful design for the improvements to US 281 and the 1604 interchange. I strongly support the preferred alternative and I urge you to begin construction as soon as possible.	Howard	Hicks
225	05/19/2014 11:46 AM	I am excited about the prospect of improvements to 281 from 1604 to Borgfeld. The improvements are needed for obvious reasons to support increase population growth to the area and further north. It also increases access to area amenities. Please do not include any managed or toll lanes. Tolls will increase congestion on surface streets by those who want to avoid the toll fees. Tolls will increase travel costs for those living in the area. Thanks for the opportunity to provide feedback	Barry	Calvert
226	05/19/2014 11:50 AM	You have severally misused our tax money and I don't want toll roads on Hwy 281. If you keep misusing our taxes it will come home to roost on you.	Tom	Kennedy
227	05/19/2014 11:55 AM	I would appreciate the freeway not being so high, so that I cannot see it from my back yard, which faces 281. I would also appreciate a sound barrier asap, this should of been put in over 10 years ago, once the traffic started increasing.	sheela	patel
228	05/19/2014 11:57 AM	I think it is a great design and believe it will be a big success in relieving the congestion along 281. I sell new homes in the town of Bulverde and am looking forward to using the toll road. It worked great in Dallas and believe the same for San Antonio. Thank you for your efforts.	Kathy	Thomas

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
229	05/19/2014 11:58 AM	Please reconsider this plan. Adding toll roads will make this part of San Antonio unbearable. Our family moved up here to get away from highways and traffic. Adding lanes to an existing road and tolling them will move the traffic to side streets. Canyon Golf will become a nightmare with people using it to avoid tolls. Why can't they just build overpasses at the main intersections? Did anyone even consider this option?	Lori	Schnedler
230	05/19/2014 11:59 AM	I would like to see a revised plan that does not toll (or manage) lanes to the county line. I do not believe in taking an existing road and tolling regular traffic on it. At the very least I would accept free lanes and managed lanes on a controlled access road up to the city of Bulverde. It makes no sense to build toll lanes and move free traffic onto congested side streets. Most importantly - let's get SOMETHING done already. You guys are going to study this to death and never get anything built.	Michael	Samulin
231	05/19/2014 12:11 PM	Toll roads should NOT BE AN OPTION. Only build lanes as we have the funding WITHOUT tolling. It may take longer, but is well worth it.	Ray	Parris
232	05/19/2014 12:18 PM	Lack of a viable free road alternative after Stone Oak Pky. Toll Roads are regressive tax on the poor and there are plenty of users on that 281 road that are minimum wage earners! Eg.: HEB workers, janitors, farmers and ranchers. Shame on you guys.	PATRICK	DOSSEY
233	05/19/2014 12:19 PM	We want a NON-TOLL option. The people have requested this repeatedly. Bring it to a vote if you really want our opinions.	Nancy	Guinn
234	05/19/2014 12:25 PM	The plan looks great!	Jeffrey	Arbaugh
235	05/19/2014 12:54 PM	We pay gas tax to fund roads; no tolls. Why are tolls a continuous issue, it has been defeated at the ballot more than once and is constantly forced on us. TXDOT could care less about public opinion. TXDOT should be restructured to answer to the people that vote.	Bill	McLennan
236	05/19/2014 1:05 PM	While I, like all folks, like "free" it just isn't a possibility to build the right roads free at this time. I support the option of Toll roads as long as there are free frontage roads available. In addition overpasses at Encino Rio, Redland and Evans would be great. The existing "super street" isn't so super and we should have gone with the proposed methods long ago.	Clifton	Smiley
237	05/19/2014 1:05 PM	The US 281 highway improvements are long overdue. Building this new highway is greatly needed for those of us who live along this corridor and must endure traffic congestion every day. TxDOT's plan is thoughtful, providing free mainlanes throughout the entire corridor. As far as this citizen and his family are concerned, this new facility will greatly improve our quality of life by getting us home sooner	John	Perez

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		after a long days work, and without having to pay a toll!. Please hurry!!		
238	05/19/2014 1:13 PM	Let's see .. we paid for 281 improvements already via gasoline taxes, currently diverted. Then the funds were available and contractors were days away from starting work, when suddenly something happened, and work mysteriously was cut off. This is nothing more than a tax, a way to extract more money from Texans. The plea that tolls are needed to pay for the improvements is simply false. If it were true, there would be no need for perpetual tolls. And like most (all?) toll roads, even the tolls will not pay for the project, since it will not be self-supporting, and will require infusion of additional taxes to support it. Just follow the money. That will tell you why politicians are pushing this toll road. By the way, I wonder how many of the "presenters" at the open house stood to gain financially from a toll road.	Chuck	King
239	05/19/2014 1:14 PM	It is obvious that this entire project has been expanded to include non-highway features to run up the cost so tolls are required (per TXDOT presentations).I strenuously object to this entire process based on the actual need for highway expansion WITHOUT all the fluff projects being added. In prior meetings with TXDOT on the same project budget numbers were mentioned that would allow the entire project to be completed with existing funds if all the additional high cost items were left out of the project. It is easy for bureaucrats to spend OUR money by dreaming up addons to the project to increase costs and scope.That is where the problem lies with everything that has been proposed for this and other projects. All items that are NOT directly highway and frontage road, bridge, interchanges on this project should be deleted and the project should be built immediately using existing funds and NO TOLLS should be charged for use of this project. Milton Turner	Milton	Turner Jr
240	05/19/2014 1:16 PM	I support the preferred alternative!!	katherine	Bower
241	05/19/2014 1:19 PM	it seems the regional authority can understand simple words like NO Toll Roads.the current "preferred" toll road scheme is designed to tax or toll those driving on a STATE highway to enter San Antonio. there are no free highway lanes for those traveling 281 south or north from stone oak Parkway. In simple words you lied and stole already paid for STATE of TEXAS highway lanes and replaced them with toll lanes. The new plan will increase traffic accidents at the toll road entrance and exit at the Comal / Bexar county line. eliminating the toll road and building a true limited access highway would cost half the current toll road cost and could be done with existing highway funds. Let the Lawsuits began!	Wayne	Crist

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
242	05/19/2014 1:35 PM	<p>This needs to be a completely toll free road. It is frustrating and embarrassing that TXDOT cannot or is not willing to provide needed roads to north San Antonio that is has to the rest of the city without tolls. The proposed road looks good, and in fact, it looks like the road south of 1604, EXCEPT THEY ARE NOT TOLLED. Does the impact statement include a section on how the low income people cannot afford to pay the \$2,000/year toll tax to use hwy 281? I traveled 281 all last week at rush hour and there was no unbearable traffic because of the cost effective Supper Street. We need more ideas like that implemented. Implement a toll-free road or do nothing.</p> <p>MELVIN McLaughlin</p> <p>210-262-0836</p>	Melvin	McLaughlin
243	05/19/2014 1:41 PM	As someone who lives just south of the 1604/281 intersection and who regularly travels US 281, this is long overdue! I appreciate the thoroughness of the study, however the managed lanes should have been constructed back in 2007. Those citizens who do not understand the roadway design and construction process should listen to others who work within the processes regularly and not stand in the way of reducing the excessive pollution and congestion on this portion of US 281!	Frank	Jaster
244	05/19/2014 2:46 PM	I support the preferred alternative improvements.	Jan	King
245	05/19/2014 3:00 PM	Quit trying to sell us on a toll road which is the most expensive solution to bad planning and management. The few drivers in favor of tolls don't care what it costs. Just say no to toll roads!	Wm	Gray
246	05/19/2014 3:02 PM	I support the preferred alternative.	Dave	Harris
247	05/19/2014 3:07 PM	<p>1. The justification for making the Stone Oak to Borgfield Road express lanes toll only is irrational: if you were really trying to pay for the roadway expansion, all lanes from 1604 to Borgfield would be tolled, especially those from 1604 to Stone Oak since those are the ones which have the most traffic, thus would generate the most tolls. 2. The two way access road from Borgfield Road north to the end of the frontage road will prove unworkable, if not dangerous: truckers pulling aggregate from the creek bottom and surrounding fields use the current northbound frontage to enter the creek bed and then exit the creek bed southbound on the west side of US 281. Putting both the entry and exit routes for these truckers on the east side of 281 puts them in conflict with traffic from Bulverde UMC and Kiddie Koop child care facilities, placing all the passenger traffic in greater risk than they have ever been before. 3. Northbound traffic exiting Bulverde UMC, Kiddie Koop and the</p>	Richard	Jenkins

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		other commercial ventures on the east side of 281 north of Borgfield will now have to travel southbound 1/2 mile+ to go northbound on 281. Surely you can do better than that.		
248	05/19/2014 3:08 PM	Making 281 a toll road is just a city money maker. It will NOT help the flow of traffic, in fact it will create traffic problems in other areas as drivers find alternate routes. Even with the addition of frontage roads will not help with traffic flow. Toll roads is never the answer. As the population continues to grow in San Antonio more, accessible roads will be needed to move the traffic. Toll roads will discourage people from moving to this area because they won't want to pay the price or deal with the traffic nightmares that are bound to happen. Please, please, please don't make 281 a toll road.	Debbie	Calvert
249	05/19/2014 3:33 PM	This is one the worst encroachments on personal rights ever. It is poorly designed, by giving no access to or from 1604 from the toll lanes, no free lane options north of Stone Oak, and no exits south of Stone Oak for Redland Rd, Encino Rio, or Evens. This damages access for both residential and commercial locations. It is assumed by those who hate the northside that the only people who will bear the financial burden of this toll road is those on the northside, but many people from less affluent parts of town will also bear the burden just to get to and from their jobs in the effected area. As long as 12 years ago this project was started, and at that time there was a no-toll funding source. Now certain politicians anticipate a huge payback for forcing this current project down the thoughts of the people. These corrupt politicians both elected and non-elected should be removed and replaced with better people.	diana	ferguson
250	05/19/2014 3:33 PM	We live in Comal County north of San Antonio. US 281 is our route to San Antonio for banking, shopping, medical visits and twice monthly treatments. Additionally dining, movies, air port etc. are all in San Antonio. The US 281 proposal converts our present free lanes to toll lanes. The only free lanes are actually frontage roads and will have multiple stop lights between Stone Oak and the Comal County line where the roadway remains a freeway. The traffic flow problem is stop lights. ALL of these problems can be solved by overpasses and no left turns from intersecting roads, similar to the present "Supper Street" which cost less than \$10M. Overpasses and more supper street costs much less than any toll plan. Please do what is fiscally sound and morally right. We do NOT need a toll road.	Ed	Trebesch
251	05/19/2014 3:52 PM	The northbound exit ramp for Trinity Park should be shifted to the south to allow safer and easier access to the Trinity Oaks Subdivision and the businesses located on the northbound frontage road.	Rick	Sheldon
252	05/19/2014 4:03 PM	The northbound exit ramp at Trinity Park should be shifted to the south to allow safer access to the Trinity Oaks Subdivision.	Nancy	Hiatt

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
253	05/19/2014 4:11 PM	The northbound exit ramp for Trinity Park should be shifted to the south to allow safer and easier access to the Trinity Oaks Subdivision and the businesses located on the northbound frontage road.	GILMER	GASTON
254	05/19/2014 4:26 PM	No road in Texas, especially an existing road with a federal designation, should be upgraded or built as a toll road. Since the change to the Texas Constitution, TxDOT has violated the intent of the amendment and has not built one toll road with the adjacent separate parallel road providing the same services without a toll. All toll road plans currently in progress should be stopped and done as free roads, and existing toll roads should either have the required free parallel non-restricted highway built or the toll roads should be declared non-toll. TxDOT and all the highway planning authorities are violating the law for their own personal gain. Further, toll roads built and managed by foreign companies or countries are being given land belonging to the citizens of Texas, making that gift by our Government without all Texans being allowed to vote on that giveaway a violation of our rights under both Texas and U.S. constitutions.	Fred	Marvin
108	05/19/2014 4:43 PM	<p>Comments submitted by: Terri Hall, Founder/Director, Texans Uniting for Reform and Freedom, and the San Antonio Toll Party (now known as Texans for Toll-free Highways), PO Box 29254, San Antonio, Texas 78229-0254.</p> <p>Comments submitted on behalf of: Texans Uniting for Reform and Freedom and San Antonio Toll Party (now known as Texans for Toll-free Highways)</p> <p>The Alamo Regional Mobility Authority's (or RMA) preferred alternative does not meet the purpose and need of the project and fails to 'fix' congestion on Highway 281 outside Loop 1604 in Bexar County. The plan morphed from a completed, streamlined expressway design (upgrading the corridor adding two new lanes, needed overpasses, and access roads) to a hybrid toll-transit-HOV mix with fewer non-toll highway lanes than we drive on today toll-free — non-toll lanes that cease at Stone Oak Parkway. North of Stone Oak Pkwy., all four non-toll highway lanes we drive today toll-free will be converted to toll lanes. The only non-toll option will be downgraded to access/frontage roads with slower speed limits and permanent stop lights, making those who cannot afford the tolls second class citizens on congested access roads in perpetuity. Today there are six non-toll highway lanes (three in each direction) from Sonterra Blvd. to Evans Road, where it goes down to five lanes. Then the existing freeway shrinks to four lanes (two lanes each direction) at Stone Oak Pkwy where it continues to the county line and beyond. Today, this section of US 281 does not have access or frontage roads. It's a divided highway with stop lights at the crossovers. The posted speed limit is 60 MPH. The RMA's tollway design shrinks the non-toll highway lanes from six down</p>	Terri	Hall

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		<p>to four (from Loop 1604 to Stone Oak Pkwy.). That means two existing freeway lanes will be converted to toll 'managed' lanes, which is a double tax and violates both state and federal law. The RMA counts the new access roads as the replacement for the non-toll capacity. At Stone Oak Pkwy., all the non-toll freeway lanes end and US 281 becomes a six lane tollway creating a massive bottleneck as those who cannot or will not pay tolls make a mass exodus off the highway onto the access roads. The study done by Peter Swan for Penn State University in 2007 shows that this will happen. When a toll is placed on a road, now people change their behavior to avoid paying it and divert to a free option. Very few will have the ability to pay tolls on a daily basis, especially to use a corridor they now use toll-free. So they'll divert to a free option leaving the toll lanes largely underutilized displacing the congestion to the access roads. The preferred alternative will therefore NOT meet the capacity needs for the corridor. The gridlock we experience today will only become permanent. The preferred alternative was also hastily decided. The options originally studied were 1) a complete expressway with overpasses and access roads (either all highway lanes tolled or all highway lanes non-tolled) or 2) an elevated tolled expressway. Now it's a hybrid toll mess (two highway lanes tolled and four non-toll freeway lanes next to it for 3 miles, then eventually all six highway lanes become tolled for 4 miles). They promised repeatedly that how it would ultimately be financed would not determine the final alternative. That's no longer the case. There's no complete non-toll option advancing for final approval by the Federal Highway Administration (FHWA). It's either the hybrid tollway or no build. The RMA misled everyone and betrayed the public trust. One of the biggest fatal flaws of the preferred alternative is that it counts the traffic on congested, stop-light ridden access roads in the total traffic count for the highway facility to make it appear it's adequate to meet the purpose and need. This is deceptive and manipulates the numbers to make the project appear adequate when it's not. The second fatal flaw is that it assumes that the traffic and growth of the corridor remain unchanged whether it's tolled or non-tolled. It is a fact that when a roadway is tolled, people change their behavior and now seek to avoid paying it. The remaining non-toll main lanes, access roads, and other side streets will experience unacceptable levels of congestion for years to come, despite the \$458 million in taxpayer dollars and/or loan guarantees. The benefits of a tolled option do NOT outweigh the cost. The high cost for Comal County residents, in particular, assumes those commuters will pay the tolls on a daily basis to get to their jobs if this project gets built as proposed. This is a flawed assumption. Residents will move or find alternatives to using 281, home values in the corridor will drop, and the anticipated growth will dry-up as people seek other corridors where they don't have to pay tolls to get to work or to get around. In</p>		

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		<p>Grand Prairie, Texas, the Hwy 161 tollway has destroyed home values. Those with means got out, but those who remain have experienced higher crime rates as the new residents that have replaced them often rent, have lower incomes, experience less job stability, and the neighborhoods have seen a significant uptick in crime when crime was previously non-existent. This toll project could turn Stone Oak into a blighted area. The preferred alternative is also a discriminatory, targeted tax on those in the US 281 corridor, even more so for those that live north of Marshall Road since all of their currently toll-free highway main lanes will be tolled. These residents will have no non-toll expressway option. None. It's already pitted the northern corridor against the southern corridor, neighbor against neighbor who got into arguments at the Open House May 8. Those that reside north of Marshall Road angry that they have no free expressway option while the southern residents do. Other flaws in the preferred alternative: 1) Drivers cannot access the toll lanes from the 1604 interchange ramps? Anyone heading north on Hwy 281 from Loop 1604 will not be able to access the toll lanes even if they wanted to. The majority of the traffic in the 281 corridor is between Loop 1604 and Stone Oak Pkwy. Approximately 90,000 cars a day. If none of those travelers can access the toll lanes, who is this project helping? The volume of traffic diminishes after Stone Oak Pkwy. So all local traffic (those needing to exit somewhere between Loop 1604 and Stone Oak Pkwy.) will be scrunched into four non-toll lanes (two each direction) when today there are six (three each direction). Even with the new overpasses, there will be significant congestion on the non-toll main lanes. Now let's travel in reverse. Anyone heading south on 281 cannot enter or exit the toll lanes between Stone Oak Pkwy. and Loop 1604. The only way to access the new northern interchange ramps onto Loop 1604 will be from the non-toll lanes. So, once again, all the traffic needing to travel on Loop 1604 will be squeezed into the four non-toll main lanes when today there are six. A significant number of travelers need to take Loop 1604 and do not continue heading south on 281 toward downtown. Again, who is this project helping? Not those who need to get on Loop 1604. Not local traffic, nor local businesses. It's designing permanent congestion in the corridor. The RMA stated in the Community Advisory Group meeting April 2 that the toll lanes are aimed at those traveling in from outside the county – in other words, Comal County. Comal County has had no representation on the MPO when the decision to toll was made, nor do they have representation on the RMA or Transportation Commission, yet they're being targeted with a discriminatory, targeted tax without representation. The number of vehicles coming from Comal County are dwarfed by the numbers traveling within Bexar County, particularly in the section from Loop 1604 to Stone Oak Pkwy. Yet those travelers will have fewer non-toll freeway lanes than they have today and will not be able to access</p>		

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		<p>the toll lanes even if they wanted to. So the proposed tollway will make congestion in the corridor worse, not better. 2) Texas-sized bottleneck at Stone Oak Pkwy.?What the RMA proposes actually exacerbates the bottleneck at Stone Oak. The bottleneck happens at Stone Oak when the four non-toll freeway lanes end and all highway lanes north of Stone Oak become toll lanes, so anyone who cannot afford the toll lanes will have to exit en masse at Stone Oak. Since all the local neighborhoods south of Stone Oak cannot access the toll lanes even if they wanted to, it, too, will cause congestion on the four remaining non-toll main lanes (two each direction). The few who would be most likely to take the toll lanes all the way up to the county line (Comal County residents) will not be significant enough to diminish the congestion south of Stone Oak. The non-toll lanes will remain backed up as they are today due to the reduced capacity. Tolls will be as high as 50 cents a mile?The published toll rate range is 17 cents a mile up to 50 cents a mile, which will average \$2,000 in added toll taxes per commuter (and that's if you only take one roundtrip 5 days a week), and closer to \$4,000 per household. The toll rate isn't even based on the cost of the project and retiring the debt, it's using 'congestion pricing' that varies based on the level of congestion. It's punitive, runaway taxation in the hands of an unelected board - so it's taxation without representation on top of double taxation. The RMA has already stated on the record that it plans to charge the tolls in perpetuity (MPO TPB Meeting, October 2009). The tolls will NEVER come off US 281 once they tap into this new revenue stream. If a person doesn't want big government to track every mile one drives with an electronic toll tag, they'll pay 33-50% more to be billed by mail. If a person disputes any of the charges or fails to pay, the RMA can block your car registration. If a person fails to appear in court for alleged toll violations, a warrant for arrest can be issued. Tolling opens a pandora's box of one level of abusive government after another. It's anti-liberty and doesn't even solve the core congestion problem in the corridor. 4) Cost is inflated Via's inefficient flyover ramp?The plan also includes an extravagant, exclusive Via transit lane and direct connect ramp (\$56 million is the last estimate available to the public) to its planned Park-N-Ride facility (at a cost of \$15 million in gas taxes) at the corner of Stone Oak Pkwy. and Hwy 281. The ramp will be elevated above the roadway and overpasses. It's higher than a double deck, estimated to be up to 75 feet in the air (as tall as the southern direct connect interchange ramps at 1604). The Via exclusive transit lane and ramp can only be accessed in two places – just north of Evans Road near the mega HEB and just north of Stone Oak Pkwy. The lanes dump into the toll lanes in the center of 281 so the transit riders needing to travel to Loop 1604 can't take the transit lanes. It's designed for north-south travelers, geared toward downtown (when few residents in far north Bexar County commute</p>		

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		<p>all the way downtown). Anyone who has to travel to Loop 1604 cannot exit the Park-N-Ride using the ramp, those travelers are dumped onto Stone Oak Pkwy. Any buses needing to get to 1604 will be forced to take Stone Oak Pkwy. Making an already congested Stone Oak Pkwy even worse. Though buses do get a free ride on the toll lanes, access is so limited to local traffic that it's hard to imagine who will use them. An estimated 1% of travelers use transit. Since the transit lane doesn't even connect to 1604, it doesn't connect to all the major destinations and job centers along 1604 and I-10 (like USAA and the Medical Center), so it limits the universe of riders. Much of the 281 traffic heading south peels off to 1604. The more passengers/motorists excluded from accessing or making use of these lanes, the more the public benefit diminishes and the more the project fails to meet the purpose and need and becomes a colossal waste of money. Knowing that the toll road isn't remotely financially viable (can't pay for itself with just the toll payers), the RMA wants to use the taxpayers as their bailout plan and loan guarantor by seeking a State Infrastructure Bank loan or a federal TIFIA loan rather than bonds backed exclusively by tolls (that taxpayers aren't responsible for repaying). Cost of everything you buy will go up Even if motorists never take the toll lanes, the cost of everything residents in the corridor purchase will go up because businesses will now be paying tolls to get their goods and services to market. So everybody will pay more. The money is there to fix 281 WITHOUT tolls. The excuse to toll US 281 is that there's not enough money. But the expansion and overpasses were fully funded through 2008 when that tax money disappeared. Still today, the financing for the project is NOT backed by tolls. \$228 million is non-toll tax money (\$60 million is for the interchange ramps). The remaining \$230 million will be a loan from TxDOT or the federal government (putting all taxpayers on the hook for the losses). Local lawmakers just doubled Bexar County registration fees. They're already using half of it, \$70 million, to build NON-toll lanes on 1604 (at a cost of roughly \$20 million/mile yet 281 supposedly costs \$48 million/mile - something's wrong with this picture). Taking the 1604 example, to fix 7.8 miles on 281 at \$20 million/mile would cost \$156 million - add in the \$85 million still needed for right of way & that's \$241 million, yet the RMA claims it's \$458 million. Why not spend the other \$70 million in registration fees toward completing 281 without any tolls? Why not nix the exclusive Via ramp to shave cost (est. \$56 million) or nix some of the extraneous overpasses? The answer is politics. Over \$1 billion in non-toll road taxes have come through Bexar County since the first public meetings on the expansion of 281 in 2005, and it's been spent it on everything BUT US 281. HOV gimmick? In order to get that free ride, a driver has to be an approved 'registered' carpool vehicle with an active TollTag account, and it usually requires 3 or more people to</p>		

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		<p>be in your car (based on the policies we've seen in all other Texas cities). The fact that no policy has been adopted or announced deprives the public of the ability to evaluate and weigh alternatives prior to decisions being made as is required per NEPA. Just hopping into the HOV/toll lane to take relatives to the airport or to go to lunch with colleagues won't count as a qualified HOV 'free ride.' Moms in minivans shuttling kids to soccer practice also won't qualify unless you register in advance and meet the qualifications as a 'registered, declared' carpool vehicle. With so few able to access and use the HOV-transit-toll lanes, the public benefit is nearly imperceptible, especially for a \$458 million pricetag. 6) Super-overpass at Wilderness Oak and Overlook Parkway? To add to the bizarre design of this tollway, the RMA is going to do a continuous mega overpass over Wilderness Oak all the way to Overlook Parkway. Anytime a roadway goes elevated, the noise and dirt levels explode exponentially. So the adjacent neighborhoods will experience big boosts in road noise and dirt by the extended, elevated double overpass. Those with respiratory problems like asthma, will be adversely impacted and quality of life and health for those adjacent to the roadway greatly diminished. Conclusion - Other managed lane projects in Virginia and Georgia have fallen flat and proven these flaws to be fatal to accomplishing congestion relief or even 'managing' congestion. A non-toll main lane carries more traffic than a toll lane, period. Providing adequate main lane expressway capacity is essential to meeting the purpose and need. This hybrid tollway is too complex, too inaccessible, poorly conceived, and a Texas-sized bad deal for taxpayers that won't solve the traffic mess out there. We ask for the original alternative #1 - the at grade complete non-toll expressway option - to be reinstated and advance as the preferred alternative.</p>		
255	05/19/2014 4:58 PM	<p>It seems unfair for north 281 to be to be non-tolled outside 1604 and then have the tolls begin after Stone Oak. It seems like San Antonio is wanting the tax money from people residing outside city limits. Also, \$0.50/mile seems unreasonable. What will the price be for those with the TX toll pass?</p>	Jessica	Boggess
256	05/19/2014 5:13 PM	<p>281 has been a "Freeway" since before I was born bought and paid for with our gas taxes. In 2001 when I attended a TXDot meeting I was promised freeway expansion within a couple of years. Now the city has grown up and past this area of town and we've been fighting over converting our freeway into a toll road for years. Who ever came up with this new "plan" needs to review it. Lots of bottle necks. We don't need a special VIA bus lane. There are From Stone Oak to county line is a mess. Can't get onto 1604. To many overpasses, every subdivision doesn't need an overpass. No need to keep going. This "plan" for a 281 toll road is not workable and will end up with a bigger mess than we all ready have. Do a real free way with not toll lanes one over pass at a time if you have to till its completed all the way to the county line. Cost of business is going to go way</p>	Bob	Terrill

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		up for everyone along this corridor. I shouldn't have to pay to get home, school, grocery store and church. Tolls forever are not an option. I would have never bought my house in Encino Park if I knew you were going to throw up a toll booth on my main artery to and from work. signed, an unhappy tax payer		
257	05/19/2014 5:51 PM	NO TOLL ROADS, THE ARE NOT VIABLE--besides we need cars on the roads to produce CO2 to feed the trees & scrubs to clean the air for humans. I drive, or walk around and notice the abundance of foliage in my neighborhood. I think we are doing a good job on the environment as you can now put a car in a closed garage, start the motor and stay in the garage and you will not die. There is a truck that emits cleaner air than it takes in--WOW here's to human ingenuity. I could not believe the environmentalist killed a spider to study it to save it--where is the wisdom????If you really cared about what we thought you would not being the things you are doing--put our road money on roads--NO TOLL ROADS--we are Texans, Independent to drive wherever we need--	Beverly	Adams
258	05/19/2014 5:53 PM	It's not so much the environmental impact of the toll road route I'm concerned about: it's the impact on every other non-toll roadway in the vicinity. Please, no more toll roads. I have family in San Antonio I come to see often. And the one thing I've noticed about tolls is that it causes more crowding on free roads and, thus, more idling and drive-time. Thanks for your time.	Andy	Hogue
259	05/19/2014 5:59 PM	As the Executive Director of BikeTexas, the statewide bicycle and pedestrian advocacy and education organization, I am concerned aboutt US 281. The plans for US 281, which only accommodate people in cars, are unacceptable. This corridor will be unsafe for people on foot or on bikes if these plans go through. San Antonio has a Complete Streets policy and a vision for the city that includes active transportation. To build a corridor that ignores these alternative modes sets up San Antonio for more congestion and a lower quality of life when citizens cannot safely move around in their own city without using an automobile. A 14' outside lane is hardly safe accommodation for bikes, given the expected speed and traffic volume on US 281. If San Antonio is serious about moving people around the city safely, multi-use paths should be included in the plans for US 281. Please make this road a true transportation corridor by planning for all modes to use this space.	Robin	Stallings
260	05/19/2014 6:10 PM	The decision to turn already paid for interstate or US highways into toll roads that do NOT make enough revenue to cover the turnover to tolls which will ONLY benefit the elite and wealthy and seriously inconvenience the lower and middle class workers. This trend is pushing America towards a serf and landlord type of ruling class which is over 2000 years dated as a failure. Unless you begin to	Laura	Dylla

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		protect the working class, you will severely cripple an already troubled economy and push America to eventual total ruin!		
261	05/19/2014 6:17 PM	I, along with most if not all my fellow neighbors along 281, suffered through the idiocy of your "super street". It was employed because some other city used it. Did it work any better than it did here. I'm sure not. Yet millions of dollars were wasted on this stupid project that adds more traffic lights to the commute in an effort to speed up traffic. That's like during the Vietnam war when LBJ stated we were bombing the country for peace! Now, instead of using that funding spent on the "super Street" towards a reasonable and common sense approach to the problem, 2 ramps were installed to connect Loop 1604 only with 281 south bound. These ramps, although helpful at times, do nothing to address the vast amount of traffic blocking access to the ramps since it backs up for several miles before you get to the ramps on 281. And we got more stop lights which aren't even synchronized properly and add to the problem. Now after all this injury to the residents here, you want to spend the next 5-10 years trying to do it right but charge us more for it. No way. This will cause a problem in the surrounding communities as residents avoid paying tolls just to get home. The traffic has caused them to spend 45 minutes on a trip that should take 10 minutes. But after the "super street" fiasco, that 45 minute trip has been reduced to about 43 minutes at a cost of millions. Let's use some common sense and take the ridiculous politics out of the equation.	Edward	Kassof
262	05/19/2014 6:18 PM	It is puzzling to me how you think you can toll an existing Federal Hwy. that was built by taxpayer funds! Well, they always say "Follow The Money Trail". Are you afraid of a vote? Something smells here!!!!	george	glasby
263	05/19/2014 6:21 PM	The proposed toll roads on 281 will not help the drive from north of town to downtown. I've been driving 281 for 20 years. If you put toll roads in north of 1604 you'll just make the congestion at Bitters Rd and then down by St. Mary's even worse! Figure out a way to alleviate the traffic jam from Bulverde to down town San Antonio. Your proposed toll roads are just a band aid.	Michael	Sorbera
264	05/19/2014 6:21 PM	NO TOLL ROADS!!!! USE STREETCAR MONEY TO BUILD ROADS!!!!!!!	Charles	Allen
265	05/19/2014 6:29 PM	I am extremely opposed to the proposed toll roads in northern Bexar county. Other financing must be found for the much-needed expansion. Any tolls should be collected only by a municipal entity, not a PPP and should last only until the tolled lanes are paid for.	Doug	Young
266	05/19/2014 6:42 PM	Don't toll 281. Just put in overpasses as we have already paid for this through gas tax. The toll plans are not well thought thru this project as there will be no exits off at key intersections & no free lanes fro stone oak north.	Scott	Hibbeler
267	05/19/2014 6:51 PM	I am completely opposed to toll roads in any form. We should be having discussions about how to use the taxes already in place properly, not adding a	James	Means

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		new tax. If tolls are implemented on 281 I would consider changing my place of residence. I want a complete non-toll freeway solution implemented as my preferred alternative.		
268	05/19/2014 6:52 PM	Please complete non-toll expressway as the preferred alternative. We the people DO NOT WANT TOLL ROADS. There are other alternatives to toll roads. Lets put this issue on the ballot.	Daniel	Garza
269	05/19/2014 6:58 PM	WE DO NOT WANT ANY TOLL ROADS!!! 281 north of 1604 should of had overpasses done way back when the money was there for it!!! West side gets Nationwide, Allstate and other large companies but no toll roads for them?? Discrimination for sure. Put tolls by Toyota, they make big bucks and can afford tolls, every body working 1604/281 are retail/fast food and make minimum wage can not afford to pay tolls!Do not toll 1604 EITHER! AT ALL. It will lower our property values as people will not want to deal with toll roads headaches. Get these lemons out of office. Sure would like to make their salaries!!	Linda	Dygert
270	05/19/2014 6:59 PM	NO NO NO NO!!!	Peni	Basse
271	05/19/2014 7:12 PM	I am strongly apposed to the tolling of US281. It should be a free expressway from 1604 to the Comal County line. I paid for this road through the gas tax. A toll amounts to double taxation for local traffic. A tax not shared by residents in other parts of the city.	Robert	Lister
272	05/19/2014 7:12 PM	overpasses should have been built a few years ago, anticipating the growth in that area of Bexar County! Encino Rio, Evans, Stone Oak, Marshall, at least. U.S. 281 should be 3 lanes all the way out to Borgfeld Rd. I guess the money was spent elsewhere. what a crime! now it's gotten so bad in this area, it's going to be hard to fix the problem, without making it worse! nice going, whoever is responsible for this fiasco!	darren	kreth
273	05/19/2014 7:32 PM	I am opposed to tolling on US Highway 281. We have already paid taxes to build US Highway 281.Paying a toll to travel the highway amounts to double taxation.	James	Thompson
274	05/19/2014 7:36 PM	Toll roads on 281 discriminate against those who live in the neighborhoods off that highway. I don't have to pay tolls to go back and forth from my job to my home. Why should they? We pay our taxes which should include basics like good roads to drive on. Perhaps the big time developers who built those thousands of houses out 281 should have to contribute to the "road funds". They knew the "old" 281 was not sufficient for the number of homes they were building but evidently it wasn't THEIR problem. They made their profits and just moved on.	Jean	Heide
275	05/19/2014 7:36 PM	As a resident in the Stone Oak area directly affected by the 281 expansion project, I greatly oppose toll roads because there is no access to 1604 from toll lanes, there are no exits between Sonterra and Stone Oak and there are no free expressway lanes north of Stone Oak.We are a family of 5 and one of our children	Stephanie	Luna

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		<p>is special needs, requiring easy access to various physicians throughout San Antonio. It is unfair to double tax us and charge us to visit established, crucial medical care. Please do not place toll roads on 281.</p> <p>Thank you for your time,</p> <p>Stephanie Luna</p>		
276	05/19/2014 7:36 PM	<p>For the record, I am opposed to the proposed 281 toll plan that is being forced upon the taxpayers. A solution to 281 congestion was created and fully funded over a decade ago, but the funding was raided and diverted to other projects so as to leave open the possibility of a tolled 'final solution'. Toll roads are the most oppressive taxation that can be imposed on the taxpayer, and for some could easily exceed property taxes. It is unconscionable that this is even being considered when the state is awash in budget surplus from oil and gas revenues and while our gas tax is being diverted to areas having nothing to do with transportation. Those proposing this plan should be ashamed and embarrassed by their actions. This plan should be scrapped, and the original plan for overpasses resurrected. Oh, and thank you so much for spending 100 million and counting for completing Wurzbach Parkway instead of building 281 overpasses, completely ignoring every study of traffic congestion in the state. Still waiting for that one to be finished, so that next to nobody can use it. Well done, TxDOT.</p>	Kevin	Honeyager
277	05/19/2014 7:47 PM	<p>The city of San Antonio should complete their fiduciary duty and build the bridges they were supposed to build 6 years ago without tolling (taxing) the citizens that they are collecting taxes from, in the subdivision they allowed to be built along the 281 corridor.</p> <p>Mark Cross</p> <p>Bulverde TX.</p>	mark	cross
278	05/19/2014 7:49 PM	<p>The idea of trading public land to a private firm, if that is in fact what is happening, is disgusting to me as a born here, lived here all my life and will die here Texan. Why the state in consort with RMA and counties can't do this via bond offering is beyond my understanding. Granting a company the right to set tolls and collect (extort?) tolls from our citizens for the benefit of their owners and/or stockholders is an affront to every Texan whether native or naturalized! Unless service roads are designed for 65-70mph traffic, we will be forced to give our monies to this tolling company rather than to Texas based businesses. It will stifle Texas economy and that is not who we are. Please reconsider funding through bonds</p>	Frank	Slade

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		which could eventually be paid off as was the D/FW turnpike back 30 years ago.		
279	05/19/2014 7:58 PM	I am opposed to toll roads and to toll lanes. The lessons learned from other states, such as California, prove that toll roads are not a solution to solving traffic problems. In California they jokingly refer to their toll lanes as "Lexus Lanes", referring to the fact that only those who can afford to pay the high toll prices use the toll lanes, while everyone else is relegated to remain in the traffic gridlock. Additionally, toll roads will likely increase traffic on surface streets, further exacerbating the traffic nightmare, I hope and pray that you will seriously consider abandoning the pursuit of tolling US 281 and other roads in and around San Antonio. Thanks you.	Lyndon	Hightower
280	05/19/2014 8:04 PM	<p>I am writing to express my total rejection of your managed road project plan for 281. There are many significant flaws in your design, but the major objection I have is the high cost to ride the managed roads and the impact this will have on our low wage earning and minority workers. I realize that there will be free frontage roads, but using these will require significant greater commute time. If this were not true, the whole project becomes suspect. There are many appropriate ways to improve the traffic flow on 281 that can be accomplished without toll roads. Plans were made years ago and the money was allocated, but the highway department diverted the funds to other projects leaving the users of 281 now expected to pay for that example of government mismanagement of funds. As the former Mayor of Bulverde, I talk to hundreds of people who use the 281 route to commute to and from work in San Antonio. The vast majority of our people do not want the managed road project to continue. Tolling of our roads is just another form of taxation without the desire of the people. Why has this issue never been presented to the people who are affected by this proposal in the form of a public vote? I truly believe that if the issue were put on a ballot and voted on by the people who will be affected by this project, that the results would be a landslide NO. The highway department must be aware of this anti-managed 281 plan sentiment. I have attended several of your public meetings and have seen first hand the opposition to this project. It is too bad the management of the highway department does not need public support and election to the jobs they hold. I can almost guarantee that if this was on a ballot, there would be a 100% change in the highway department leadership. Your customers are extremely unhappy with your ideas and poor production.</p> <p>Sincerely,</p>	Hon. Malcolm	McClinchie

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		Hon. Malcolm U. McClinchie, former Mayor of Bulverde 21535 State Hwy 46 W Spring Branch, Tx 78070		
281	05/19/2014 8:10 PM	I drive to and from work at Jefferson Bank in Alamo Heights. All though the traffic in very often quite crowded, I would prefer ro deal with traffic instead of paying tolls in order to commute. The extra expense would be hard to handle because my husband no longer has an income and I need every dollar I make to pay for our survival. I will probably need to find different employment if you continue pushing this "managed" when you mean TOLL ROADS. I wish we had an opportunity to vote for or against this forced taxation plan.	Mary Jane	McClinchie
282	05/19/2014 8:14 PM	We support efforts to make Hwy281 a toll free freeway. The toll will be a double tax on us and we do not support the toll road effort. Surly, we can be honest and see this will hurt a lot of people and make a few rich. What has happened to the common good?	Charles	Wright
283	05/19/2014 8:17 PM	I am totally against having a new tax for a new highway, toll road or whatever you want to call it on 281 North of 1604. The proposed plan I saw will create more congested neighborhood roads, keep business away from shops on the highway and I don't like being taxed in addition to what I already pay!! This has been a total mess from the beginning and this doesn't fix it! I vote NO!	Kimberley	Cobb
284	05/19/2014 8:18 PM	The on ramp to the expressway needs to be moved north so that northbound traffic from Sonterra Blvd can go from the frontage road to the express lanes near to the current entrance. The proposal shown makes this traffic wait until just prior to Evans to get on the expressway lanes.	Dale	Wilken
285	05/19/2014 8:25 PM	I am in favor of the complete, non-toll expressway option. The traffic trying to avoid paying tolls will be displaced onto neighborhood streets. This effects safety, schools, property values ,quality of life and beautiful greenery and the landscape of hill country.	Jayant	Rana
286	05/19/2014 8:30 PM	Tolls as high as 50 cents a mile! The published toll rate range is 17 cents a mile up to 50 cents a mile (varies based on congestion). Average cost \$2,000-\$4,000 a year. Big government will track every mile with electronic toll tag. •Can't exit toll lanes until Stone Oak The RMA's tollway design only allows drivers to enter/exit the middle toll lanes at Sonterra and Stone Oak. The majority of the traffic in the 281 corridor travels between those two points. If none of those travelers can enter/exit the toll lanes to get to their homes, that squeezes a ton of drivers into	Joseph	Hollan

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		fewer highway lanes than we have now. So all local traffic (between Loop 1604 and Stone Oak Pkwy.) will be scrunched into two non-toll highway lanes when today there are three (each direction). •No non-toll expressway option north of Stone Oak The four non-toll expressway lanes will dissappear north of Stone Oak Pkwy. when all six expressway lanes will become toll lanes. All the lanes you drive on today for FREE will be converted to toll lanes - a massive DOUBLE TAX! Those who can't afford tolls will be forced to exit to the frontage roads at Stone Oak Pkwy causing a major traffic back-up & permanent congestion for local residents. •Can't access Loop 1604 or local neighborhoods from toll lanes Anyone headed from/to Hwy 281 from Loop 1604 will not be able to access the toll lanes even if they wanted to. The only way to access the new northern ramps to 1604 will be from the non-toll lanes. So, once again, all the traffic needing to travel on Loop 1604 will NOT have the option of doing so from the toll lanes. They'll be squeezed into four non-toll highway lanes when today there are six. A significant number of travelers need to take Loop 1604 and do not continue heading south on 281 toward downtown. Tolls are cutting off access to needed routes. The 'preferred alternative' being promoted is designing permanent congestion in the corridor. •Tolls will be charged in perpetuity The Alamo Regional Mobility Authority (RMA) has stated on the record in 2009 that it plans to charge tolls on 281 in perpetuity. So this will be a PERMANENT NEW TAX on driving. • Cost of everything you buy will go up Even if you never take the toll lanes, the cost of everything you buy will go up because businesses will now be paying tolls to get their goods and services to market. So everybody will pay more. •Tolls displace traffic onto neighborhood streets People try to avoid paying tolls, so they find alternate routes to bypass the toll lanes. Studies show tolls displace traffic onto surrounding neighborhood streets and increase accidents and congestion on local streets		
287	05/19/2014 8:30 PM	If my Family, friends and neighbors are "Taxed" twice by Toll roads in order to travel to and from our home, we will ALL work hard and contribute our resources to campaign against & recall everyone involved in this decision process.	Alvin	Amerson
288	05/19/2014 8:37 PM	Toll Roads discriminate between haves and have nots. Only those who can afford to pay the tolls can benefit from a faster commute to work while those who cannot afford to pay the tolls are forced to drive on congested access roads with frequent stop lights. Also the design of 281 creates even more congestion on the access roads and doesn't allow appropriate access to 1604. Besides, if transportation funds weren't diverted to other things, toll roads would be unnecessary. It is TAXATION WITHOUT REPRESENTATION SINCE CITIZENS HAVEN'T HAD THE OPPORTUNITY TO VOTE "YES" or "NO"!!!!!!	Opal	Hughes

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
289	05/19/2014 9:07 PM	I am strongly opposed to the 281 toll road project. As a public school teacher I could not afford the added expense that these tolls would impose on me. The proposed project would increase congestion and create more problems in particular the lack of access from Stone Oak Parkway. The only acceptable and responsible option is the complete non-toll expressway option.	Jacqueline	L'Ousier
290	05/19/2014 9:15 PM	I vehemently oppose toll roads. Build a normal road NOW. I will vote against anybody associated with this disaster. The citizens of Bexar county deserve better	Tim	Jacobi
291	05/19/2014 9:22 PM	I am opposed to the implementation of a toll road to replace the main traffic lanes on US281N between 1605 and the Comal County line, this is negatively impact my financial condition and I also believe it will cause a decline in business revenue along this corridor caused by citizen avoiding the tolls and stop shopping at these businesses. I will be less likely to drive into San Antonio to make purchases. Also the proposed park and ride facility and lane will add unnecessary cost to the project and has not been a requirement for most citizen in this area. I have been paying gas tax and traveling the US281 roadway to work since 1994 along with thousands of other northern Bexar and Comal County citizens and strongly believe the local government officials and TxDOT have mismanaged these tax revenues. I do not believe they can be trusted to truthfully and honestly execute this project. I also believe the majority of the citizen in this area do NOT want toll roads and feel insulted that the RMA thinks by changing from advocating "Toll Roads" to "Managed Lane" is somehow better and will be accepted by most people.	Peter	Houst
292	05/19/2014 9:33 PM	I support the no build alternative which was not chosen. The preferred alternative is a continued promotion of an unsustainable transportation system that is also promoting Hill Country development. This development will destroy the biological diversity of the region and create more endangered endemic species. This is occurring by three main mechanisms: loss of habitat for native plants; the introduction of foreign species that do not support the endemic invertebrate species of the Hill Country and the loss of water in the natural landscape that remains due to the overdrafting of aquifers. I have lived in Encino Park for 25 years and have directly observed the invasion of ligustrum, nandina, Chinese pistache, Rapistrum, Old World bluestems and many other species. The biological deserts that are in most yards, have reduced the butterfly, bird, lizard and other species of the area. What is needed in this region is the redevelopment of the inner city of San Antonio and the building of an effective mass transit options. The spending of resources on highways to promote sprawl is a short term strategy that will hinder the development of more efficient transportation and leave everyone poorer.	Jerry	Morrissey
293	05/19/2014 9:33 PM	No meaningful study of economic impacts to residents, businesses, employees in the corridor as required by federal law (NEPA) The Draft EIS acknowledges (Vol I,	Forrest	Byas

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		<p>Chap. 3 p. 215) traffic trying to avoid paying tolls will be displaced onto neighborhood streets. This effects safety, schools, property values, quality of life, and access to gainful employment. The tolled options DO NOT meet the purpose and need of the project when it will merely displace congestion into neighborhoods, rather than relieve it. Driving congested, stop-light ridden frontage roads is NOT an efficient nor effective alternative to freeway lanes. The EIS claims if someone can't afford tolls, they can use the frontage roads. Making those who can't afford tolls second class citizens relegated to congested free routes is not only patently unfair (especially since they're paying gas tax for state highways), it's discriminatory and inefficient. Current Toll Plan does NOT add ANY new highway lanes from Loop 1604 to Stone Oak Pkwy. The current toll plan adds no new lanes south of Stone Oak Pkwy, therefore it does NOT meet the purpose and need of the project, which is to improve mobility and relieve congestion in the corridor. The non-toll highway lanes adjacent to the middle HOV/Transit toll lanes will remain congested without new added capacity. The section north of Stone Oak Pkwy. that turns into a toll-only highway (no free highway lanes) will not meet the purpose and need of the project since it will displace traffic avoiding the toll onto frontage roads and neighborhood streets creating permanent congestion in the corridor and an underutilized tollway (like SH 130). The money is there to fix 281 WITHOUT tolls The excuse to toll 281 is there's not enough money. But the expansion and overpasses were fully funded through 2008 when that tax money disappeared. Still today, the financing for the project is NOT backed by tolls. \$228 million is non-toll tax money (\$60 million is for the interchange ramps). The remaining \$230 million will be a loan from TxDOT or the federal government. Local politicians just doubled Bexar County registration fees. They're already using half of it, \$70 million, to build NON-toll lanes on 1604 (at a cost of roughly \$20 million/mile yet 281 supposedly costs \$48 million/mile - something's wrong with this picture). Taking the 1604 example, to fix 7.8 miles on 281 at \$20 million/mile would cost \$156 million—add in the \$85 million still needed for right of way & that's \$241 million, yet the RMA claims it's \$458 million. Why not spend the other \$70 million in registration fees toward completing 281 without tolls? Why not nix the exclusive Via ramp to shave cost (est. \$56 million) or nix some of the extraneous overpasses or bike paths? The answer is politics. Our representatives in the 281 corridor have let over \$1 billion in non-toll road taxes slip by and spent it on everything BUT 281.</p>		
123	05/19/2014 9:51 PM	<p>I am opposed to ANY tolling, or the collection of fees for using a road (sometimes referred to as managed lanes) or converting ANY free roads or free highways in San Antonio, the state of Texas, or the USA to toll roads or managed lane roads. My opposition is a result of many reasons but first and foremost is the fact that</p>	Mel	Borel

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		<p>converting “free” roads to toll roads or roads that collect fees for their use (i.e., managed lanes) results in double taxation. They were first paid for and maintained with tax revenues and now will require fees collected for using and maintaining the road. I therefore want the “preferred alternative” (or option) in the Draft EIS, for the proposed Hwy 281 improvement, to be the COMPLETE NON-TOLL EXPRESSWAY OPTION. I am also opposed to the proposed plan because of the many flaws or concerns with the Draft Environmental document. I will highlight below some areas of concern. CONCERNS 1. Tolls as high as 50 cents a mile The published toll rate range is 17 cents a mile up to 50 cents a mile (varies based on congestion). And I might add that there is NO guarantee that the toll rate will not continue to rise. Just look at the history of other toll roads around the country. At the published rates, this can amount to an average cost of \$2,000-\$4,000 a year. As a retired couple with a fixed income, this is unaffordable. We’ve been told that we can always use the “free” lanes. So, the Regional Mobility Authority (RMA), the Metropolitan Organization (MPO), and the Texas Department of Transportation (TxDOT) are basically telling us that a segment of the population will be discriminated against – effectively they will consider highway users to be two classes, those who can afford to use the high speed lanes and not use as much fuel and those who CAN’T afford to use the high speed lanes and must use the “free” lanes that have many traffic signals and therefore use more fuel – a class of the public that may already be burdened economically. I might add, a previous Chairperson (Bill Thornton) of the RMA told me in a public RMA meeting, when I informed him that I would not use the toll road because of the cost, that he would merely wave at me as he drove on the toll road as I drove on the “free” frontage road. This speaks volumes about the concern public officials, such as those on the RMA, have for the average citizen. 2. Can’t exit toll lanes until Stone Oak The RMA’s tollway design only allows drivers to enter/exit the middle toll lanes at Sonterra and Stone Oak. The majority of the traffic in the 281 corridor travels between those two points. If none of those travelers can enter/exit the toll lanes to get to their homes, that squeezes many drivers into fewer highway lanes than we have now. So all local traffic (between Loop 1604 and Stone Oak Pkwy.) will be crowded into two non-toll highway lanes when today there are three lanes in each direction. 3. No non-toll expressway option north of Stone Oak The four non-toll expressway lanes will be eliminated north of Stone Oak Pkwy. when all six expressway lanes will become toll lanes. All the lanes you drive on today for FREE will be converted to toll lanes - a massive DOUBLE TAX! Those who can’t afford tolls will be forced to exit to the frontage roads at Stone Oak Pkwy causing a major traffic back-up and permanent congestion for local residents. 4. Can’t access Loop 1604 or local neighborhoods from toll lanes Anyone headed from/to</p>		

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		<p>Hwy 281 from Loop 1604 will not be able to access the toll lanes even if they wanted to. The only way to access the new northern ramps to 1604 will be from the non-toll lanes. So, once again, all the traffic needing to travel on Loop 1604 will NOT have the option of doing so from the toll lanes. They'll be squeezed into four non-toll highway lanes when today there are six. A significant number of travelers need to take Loop 1604 and do not continue heading south on 281 toward downtown. Tolls are cutting off access to needed routes. The 'preferred alternative' being promoted is designing permanent congestion in the corridor.</p> <p>5. Tolls will be charged in perpetuity The Alamo Regional Mobility Authority (RMA) has stated on the record in 2009 that it plans to charge tolls on 281 in perpetuity. So this will be a PERMANENT NEW TAX on driving. 6. Cost of everything you buy will increase Even if you never take the toll lanes, the cost of everything you buy will increase because businesses will now be paying tolls to get their goods and services to market. Businesses will not decrease their profits and will therefore pass their cost increases to the consumer causing everyone to pay more. 7. Tolls displace traffic onto neighborhood streets People try to avoid paying tolls, so they find alternate routes to bypass the toll lanes. Studies show tolls displace traffic onto surrounding neighborhood streets and increase accidents and congestion on local streets. Even now as congestion increases on Hwy 281 the traffic on side streets such as Wilderness Oaks increases significantly. In conclusion, the money is available to fix 281 WITHOUT tolls. The excuse to toll 281 is there's not enough money. But the expansion and overpasses were fully funded through 2008 when that tax money disappeared. Still today, the financing for the project is NOT backed by tolls. \$228 million is non-toll tax money (\$60 million is for the interchange ramps). The remaining \$230 million will be a loan from TxDOT or the federal government. Local politicians just doubled Bexar County registration fees. They're already using half of it, \$70 million, to build NON-toll lanes on 1604 (at a cost of roughly \$20 million/mile, yet 281 supposedly costs \$48 million/mile - something's wrong with this picture). Taking the 1604 example, to fix 7.8 miles on 281 at \$20 million/mile would cost \$156 million – add in the \$85 million still needed for right of way and that's \$241 million, yet the RMA claims it's \$458 million. Why not spend the other \$70 million in registration fees toward completing 281 without tolls? Why not eliminate the exclusive Via ramp to shave cost (est. \$56 million) or eliminate some of the extraneous overpasses or bike paths? The answer is politics. Our representatives in the 281 corridor have let over \$1 billion in non-toll road taxes slip by and spent it on everything BUT 281. Taxpayers will be liable for any losses resulting from lack of traffic on the proposed Hwy 281 toll road. The toll road isn't remotely financially viable (cost cannot be recovered from the revenues generated by just the toll payers), so the</p>		

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		<p>RMA will use the taxpayers as their bailout plan and loan guarantor by using a State Infrastructure Bank loan from TxDOT or a taxpayer backed federal TIFIA loan rather than bonds backed exclusively by tolls (that taxpayers aren't responsible for repaying). There has been no meaningful study of economic impacts to residents, businesses, employees in the corridor as required by federal law (NEPA). At least nothing has been reported to the public. The Draft EIS acknowledges (Vol I, Chap. 3 p. 215) traffic trying to avoid paying tolls will be displaced onto neighborhood streets. This effects safety, schools, property values, quality of life, and access to gainful employment. The tolled options DO NOT meet the purpose and need of the project when it will merely displace congestion into neighborhoods, rather than relieve it. Driving congested, stop-light ridden frontage roads is NOT an efficient nor effective alternative to freeway lanes. The EIS claims if someone can't afford tolls, they can use the frontage roads. Making those who can't afford tolls second class citizens relegated to congested free routes is not only patently unfair (especially since they're paying gas tax for state highways), it's discriminatory and inefficient.</p> <p>Please acknowledge complete and satisfactory receipt of my comments via e-mail.</p> <p>Mel Borel</p> <p>703 Turtle Hill</p> <p>San Antonio, Texas 78260</p> <p>Phone: 210-403-3969</p>		
294	05/19/2014 9:52 PM	<p>Do the Math: the Express-News reported that \$228 million is already funded, and that \$70 million more could be available from Bexar County's increased registration fees; that is \$298 million in available funds. From that, \$60 million is allocated for 1604/281N interchange ramps, \$85 million Right of Way costs. Add to that 7.5 miles at \$20 million/mile, rather than the double \$ that is proposed, would cost \$156 million. That comes to \$241 million, leaving \$57 million for a more reasonable priced Park and Ride, not a multi-level \$56 million facility as now proposed, plus scaled down landscaping and artistic elements (did I see a "rain forest feature" is being proposed?) Please....If tolls are needed for additional funding, those tolls should be going to the state, not a for profit company, collecting them in perpetuity.</p>	Jennifer	Allen

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
295	05/19/2014 9:55 PM	We are very opposed to the proposed tolling on U. S. Hwy. 281. We moved to the Stone Oak area to be closer to my job, not because we had a lot of money. My husband and I are both retired and the proposed tolls would be a very real financial burden. Also we are concerned about the fact that money was allocated by TexDot and then mispent and now they want us to pay for their very questionable activities. There are several other concerns but I there does not seem to be space to write it out.	Marti	Amos
124	05/19/2014 9:56 PM	I am opposed to ANY tolling, or the collection of fees for using a road (sometimes referred to as managed lanes) or converting ANY free roads or free highways in San Antonio, the state of Texas, or the USA to toll roads or managed lane roads. My opposition is a result of many reasons but first and foremost is the fact that converting "free" roads to toll roads or roads that collect fees for their use (i.e., managed lanes) results in double taxation. They were first paid for and maintained with tax revenues and now will require fees collected for using and maintaining the road. I therefore want the "preferred alternative" (or option) in the Draft EIS, for the proposed Hwy 281 improvement, to be the COMPLETE NON-TOLL EXPRESSWAY OPTION. I am also opposed to the proposed plan because of the many flaws or concerns with the Draft Environmental document. I will highlight below some areas of concern. CONCERNS 1. Tolls as high as 50 cents a mile The published toll rate range is 17 cents a mile up to 50 cents a mile (varies based on congestion). And I might add that there is NO guarantee that the toll rate will not continue to rise. Just look at the history of other toll roads around the country. At the published rates, this can amount to an average cost of \$2,000-\$4,000 a year. As a retired couple with a fixed income, this is unaffordable. We've been told that we can always use the "free" lanes. So, the Regional Mobility Authority (RMA), the Metropolitan Organization (MPO), and the Texas Department of Transportation (TxDOT) are basically telling us that a segment of the population will be discriminated against – effectively they will consider highway users to be two classes, those who can afford to use the high speed lanes and not use as much fuel and those who CAN'T afford to use the high speed lanes and must use the "free" lanes that have many traffic signals and therefore use more fuel – a class of the public that may already be burdened economically. 2. Can't exit toll lanes until Stone Oak The RMA's tollway design only allows drivers to enter/exit the middle toll lanes at Sonterra and Stone Oak. The majority of the traffic in the 281 corridor travels between those two points. If none of those travelers can enter/exit the toll lanes to get to their homes, that squeezes many drivers into fewer highway lanes than we have now. So all local traffic (between Loop 1604 and Stone Oak Pkwy.) will be crowded into two non-toll highway lanes when today there are three lanes in each direction. 3. No non-toll expressway option north of	Linda	Falcon-Borel

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		<p>Stone Oak The four non-toll expressway lanes will be eliminated north of Stone Oak Pkwy. when all six expressway lanes will become toll lanes. All the lanes you drive on today for FREE will be converted to toll lanes - a massive DOUBLE TAX! Those who can't afford tolls will be forced to exit to the frontage roads at Stone Oak Pkwy causing a major traffic back-up and permanent congestion for local residents. 4. Can't access Loop 1604 or local neighborhoods from toll lanes Anyone headed from/to Hwy 281 from Loop 1604 will not be able to access the toll lanes even if they wanted to. The only way to access the new northern ramps to 1604 will be from the non-toll lanes. So, once again, all the traffic needing to travel on Loop 1604 will NOT have the option of doing so from the toll lanes. They'll be squeezed into four non-toll highway lanes when today there are six. A significant number of travelers need to take Loop 1604 and do not continue heading south on 281 toward downtown. Tolls are cutting off access to needed routes. The 'preferred alternative' being promoted is designing permanent congestion in the corridor. 5. Tolls will be charged in perpetuity The Alamo Regional Mobility Authority (RMA) has stated on the record in 2009 that it plans to charge tolls on 281 in perpetuity. So this will be a PERMANENT NEW TAX on driving. 6. Cost of everything you buy will increase Even if you never take the toll lanes, the cost of everything you buy will increase because businesses will now be paying tolls to get their goods and services to market. Businesses will not decrease their profits and will therefore pass their cost increases to the consumer causing everyone to pay more. 7. Tolls displace traffic onto neighborhood streets People try to avoid paying tolls, so they find alternate routes to bypass the toll lanes. Studies show tolls displace traffic onto surrounding neighborhood streets and increase accidents and congestion on local streets. Even now as congestion increases on Hwy 281 the traffic on side streets such as Wilderness Oaks increases significantly. In conclusion, the money is available to fix 281 WITHOUT tolls. The excuse to toll 281 is there's not enough money. But the expansion and overpasses were fully funded through 2008 when that tax money disappeared. Still today, the financing for the project is NOT backed by tolls. \$228 million is non-toll tax money (\$60 million is for the interchange ramps). The remaining \$230 million will be a loan from TxDOT or the federal government. Local politicians just doubled Bexar County registration fees. They're already using half of it, \$70 million, to build NON-toll lanes on 1604 (at a cost of roughly \$20 million/mile, yet 281 supposedly costs \$48 million/mile - something's wrong with this picture). Taking the 1604 example, to fix 7.8 miles on 281 at \$20 million/mile would cost \$156 million – add in the \$85 million still needed for right of way and that's \$241 million, yet the RMA claims it's \$458 million. Why not spend the other \$70 million in registration fees toward completing 281 without tolls? Why not eliminate the</p>		

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		<p>exclusive Via ramp to shave cost (est. \$56 million) or eliminate some of the extraneous overpasses or bike paths? The answer is politics. Our representatives in the 281 corridor have let over \$1 billion in non-toll road taxes slip by and spent it on everything BUT 281. Taxpayers will be liable for any losses resulting from lack of traffic on the proposed Hwy 281 toll road. The toll road isn't remotely financially viable (cost cannot be recovered from the revenues generated by just the toll payers), so the RMA will use the taxpayers as their bailout plan and loan guarantor by using a State Infrastructure Bank loan from TxDOT or a taxpayer backed federal TIFIA loan rather than bonds backed exclusively by tolls (that taxpayers aren't responsible for repaying). There has been no meaningful study of economic impacts to residents, businesses, employees in the corridor as required by federal law (NEPA). At least nothing has been reported to the public. The Draft EIS acknowledges (Vol I, Chap. 3 p. 215) traffic trying to avoid paying tolls will be displaced onto neighborhood streets. This effects safety, schools, property values, quality of life, and access to gainful employment. The tolled options DO NOT meet the purpose and need of the project when it will merely displace congestion into neighborhoods, rather than relieve it. Driving congested, stop-light ridden frontage roads is NOT an efficient nor effective alternative to freeway lanes. The EIS claims if someone can't afford tolls, they can use the frontage roads. Making those who can't afford tolls second class citizens relegated to congested free routes is not only patently unfair (especially since they're paying gas tax for state highways), it's discriminatory and inefficient.</p> <p>Please acknowledge complete and satisfactory receipt of my comments via e-mail.</p> <p>Linda Falcon-Borel</p> <p>703 Turtle Hill</p> <p>San Antonio, Texas 78260</p> <p>Phone: 210-403-3969</p> <p>lfalcon@sbcglobal.net</p>		
296	05/19/2014 10:18 PM	As a long time resident of the far North Side area, outside the city limits but within Bexar county, the proposed Toll would seem to be more of an effort to tax one specific group of the city unfairly. Traffic in "all areas" of the city have the same	Denise	Gutierrez

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		issue of congestion, but due to certain ethnic demographics, the city has targeted this area as its first priority. Ignoring the far west side around Sea World, or the center of the city by Fiesta Texas...Tourist attractions seem to be off-limits. The toll would not be needed as an extra revenue if both city and state departments would enforce the rules/law when dealing with out of State and Mexican Nationals who drive our city roads with expired inspection stickers and plates. If a special permit could be added to those Nationals who drive past the border areas (Fronteras) and use our state highways and roads without paying a usage fee. The State and city can't afford this cost at this current rate of of Mexican Drivers who have made The Stone Oak area & 281, the new "Northern Mexico". As a hispanic myself, I'm aware of the Mexican Government fees for US Drivers crossing the border, so its only fair we should do the same to protect U.S.drivers from uninsured, and new residents who know they will not be pulled over and ticketed as they drive our roads with expired plates or into their gated communities, to follow our DPS laws.Unless we target all areas, North Bandera road, IH10 leading to Laredo, downtown, and not just 281. The city will be headed into a certain division of its citizens with animosity becoming stronger and prolific.		
297	05/19/2014 10:19 PM	NO TOLL ROADS, PLEASE!!! Only NON TOLL road system will work in a fair and equitable way for all users!	G.C.	Gaskell
298	05/19/2014 10:20 PM	Two recommendations if this toll road ever gets built: 1. Install noise barriers on the west side of 281 from Overlook Parkway all the way to N. Northwind Drive. Please try to minimize the traffic noise for all the homes near this stretch of highway. 2. Use a smooth asphalt for the traffic lanes instead of cement. This will reduce the traffic noise as well.	Daniel	Jarvis
299	05/19/2014 10:23 PM	1. Please - NO TOLL ROAD 2. NO TOLL ROAD 3. NO TOLL ROAD 4. NO TOLL ROAD 5. TAKE ALL LANES TO BORGELD. AS FAST AS THE AREA IS GROWING IT IS NOT WISE TO REDUCE THE NUMBER OF LANES AT STONE OAK.	Dave	Calvert
300	05/19/2014 10:25 PM	We, the people of San Antonio, do NOT want toll roads on any of our current highways/FREEWAYS!!!!!!!! We paid an extra gas tax for many years which we were told was for road and highway improvements and we were LIED to. We also were told this tax would fall off and it did NOT. Now the money hungry sell out criminals are wanting to charge us to drive on our existing FREEWAYS that were paid for by OUR tax dollars. SHAME ON YOU!!!! NO tolls on existing roads. If you must toll something, build a new road and do NOT play with our red lights or stop signs as to make our existing roads a nuisance to drive on in an attempt to force people on to toll roads. Do NOT toll existing roads!!!!	Christine	Gursky
301	05/19/2014 10:26 PM	As a relatively frequent traveler north of 1604 on 281 I am in favor of the draft preferred alternate plan for future development from 1604 to the Comal Co line	Bruce	Wills

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		and vice versa. Those of us on the north side who travel 281 have endured the traffic issues on this stretch of roadway for too many years. I can't imagine commuting every day to and from this length of insufficient roadway. It's not an issue between toll or managed lanes or freeway's, it's a matter of providing whatever relief is available with the funds available when the need is most critical. The need is critical NOW, not 5 years from now when the state and federal governments have the funds available (if then) to develop freeway's along this route. Please take whatever action you can NOW, tolled, managed, or otherwise, to get some improvement to this section of San Antonio roadways. The "super street" format has made a noticeable improvement to this stretch of highway for a modestly relative cost, but NOW is the time to move on and make more substantial improvements for the long term. I for one would pay to use the tolled/managed section of a new roadway if I were in a hurry and equally would choose not to utilize such lanes when not. This is not an issue of inconveniencing San Antonio travelers with an unnecessary toll to travel this route, but giving those of us who live and work on the north side of San Antonio the opportunity to decide when and whether we want to take advantage of the benefits afforded by such a long term improvement vs. having to endure the existing underdeveloped infrastructure based on the current traffic demand. As an additional comment, I'd like to commend the Alamo RMA and TXDOT for the before and after views of the various stretches of 281 northbound and southbound. The renditions are the best I've ever seen for such a project! Well done, and while it appears some businesses may be very close to the new proposed roadways, I can't imagine how, based on the right of way available, and in the interest of those of us travelers of 281 north, the design could be adjusted to avoid the closeness that will occur with some businesses with the current proposed design. Again, well done with the proposal and best wishes for moving forward in the interest of making this route to and from north San Antonio as expeditious and easy as soon as possible for those of use who travel this route either occasionally or every day.		
302	05/19/2014 10:27 PM	We, the people of San Antonio, do NOT want toll roads on any of our current highways/FREEWAYS!!!!!! We paid an extra gas tax for many years which we were told was for road and highway improvements and we were LIED to. We also were told this tax would fall off and it did NOT. Now the money hungry sell out criminals are wanting to charge us to drive on our existing FREEWAYS that were paid for by OUR tax dollars. SHAME ON YOU!!!! NO tolls on existing roads. If you must toll something, build a new road and do NOT play with our red lights or stop signs as to make our existing roads a nuisance to drive on in an attempt to force people on to toll roads. Do NOT toll existing roads!!!!	Kenneth	Gursky

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
303	05/19/2014 10:27 PM	We, the people of San Antonio, do NOT want toll roads on any of our current highways/FREEWAYS!!!!!! We paid an extra gas tax for many years which we were told was for road and highway improvements and we were LIED to. We also were told this tax would fall off and it did NOT. Now the money hungry sell out criminals are wanting to charge us to drive on our existing FREEWAYS that were paid for by OUR tax dollars. SHAME ON YOU!!!! NO tolls on existing roads. If you must toll something, build a new road and do NOT play with our red lights or stop signs as to make our existing roads a nuisance to drive on in an attempt to force people on to toll roads. Do NOT toll existing roads!!!!	Kenneth	Gursky
304	05/19/2014 10:31 PM	I am totally opposed to tolling roads. Roads should be paid for from local (non-toll) revenues and gas taxes, as has been done in the past. If we drive on the roads, we must be willing to all pay to build them and keep them maintained. ALL through roads should include free lanes (not just free access roads). You do not understand! The voters DO NOT want toll roads!! Listen to the people, not the politicians that only listen to big business and the toll road advocates. Toll roads should not be just another revenue stream for spending!	Richard	Doucette
305	05/19/2014 10:49 PM	The people of Texas are asleep at the wheel. Most I know think that if they vote for a Republican then everything will be ok. Alas, Politics is not checkers."We hang the petty thieves and appoint the great ones to public office" ---Plato 460 BC	Victor	Heddins
306	05/19/2014 11:11 PM	On the new 281 construction I think sound barriers are seriously needed for residential areas. Sound pollution contaminates all residence along the 281 corridor from 281 Emcino Rio thru 281 and Marshall Rd.	Joe	Almaraz
307	05/19/2014 11:18 PM	We have seen over and over, politicians ignoring the wishes of the electorate. We do not want 281 tolled. We do not want any part of it tolled. We paid for this road many times over with or gas taxes. Tolling any part of 281 is a betrayal of the public.	Marilyn	Litt
308	05/19/2014 11:20 PM	About 15 yrs ago money was appropriated to put overpasses from 1604 to Stone oak. The money was spent now millions of dollars more & you want to toll our roads that are paid for. A lot of us that live out 281 have been here for many yrs and are now on social security and the exhorbitant rates you want to charge to use the tolls will force a lot of us to have to sell our homes. Also your plan will not allow anyone exiting 1604 to 281 no. to be able to get on it. Also you plan to cut down on some of the lanes that we already have. Why will you allow a foreign co to be in charge? Most of the roads that are now run by the foreign co's are losing money. Then you will just charge us more. This whole thing is wrong and we need to have a vote on it.	Marlene	Hudnall
309	05/19/2014 11:48 PM	This is not right, you people collect taxes for roads and that money gets funnel to everything but roads and now you want us to pay \$8 a day to go to work, we are already paying some the highest property taxes in the city and you all want	Walter	Guzman

US 281 EIS OPEN HOUSE WEBSITE COMMENTS

April 6, 2014 – May 19, 2014

#	Date/Time Entered	COMMENTS	FIRST	LAST
		more,more and more. This sucks!!!!!!		

This page intentionally left blank.

Appendix G – Court Reporter Transcript of Verbal Comments and Speaker Cards

This page intentionally left blank.

US 281 EIS OPEN HOUSE

MAY 8, 2014

VERBAL COMMENTS

SUMMIT CHRISTIAN CENTER

2575 Marshall Road

San Antonio, Texas 78259

1 MR. WAGNER: First off, I just think the
 2 whole toll road thing is nonsense and I'm totally against
 3 it. I think the people behind it, the RMA, they're scared
 4 of losing their job because that's the only way -- only job
 5 that the RMA has been designated to do and if you take the
 6 money, the \$580 million or so spent on this stupid choo-choo
 7 train Mr. Wolfe wants and put it into this project, you
 8 could have a non-tolled freeway all the way. It's
 9 disgusting the way they've done the citizens of this city.

10
 11
 12
 13
 14
 15
 16
 17
 18
 19
 20
 21
 22
 23
 24
 25

1 MS. CHERYL TOWNSLEY: I don't see the
2 necessity of putting in toll roads north of Stone Oak
3 Parkway. There's a four-lane highway there already, plenty
4 of room for traffic. It doesn't back up there. I know some
5 subdivisions are opening up, they're going to put lights up.
6 Everybody will be able to get in and out of their respective
7 places. I don't see the need of putting toll roads.

8 Taking our existing roads is what they're doing and
9 tolling it and then they're going to push way out here one-
10 and two-lane access roads. They're punishing people that do
11 not want to pay money for the toll road.

12 I actually live in Comal County. There are a lot of
13 poor people out there that are going to have to pay to
14 travel this road when they don't have much money to begin
15 with. I don't -- They need to have what they call like
16 south of Stone Oak. Free lanes. They're not putting in any
17 free lanes from Marshall on. It's access roads only. There
18 have got to be -- If they're going to take our roads, you've
19 got to put in a free lane.

20

21

22

23

24

25

1 MR. GERALD ALDORF: My suggestion, primarily,
2 is not have toll roads, but have a two-lane bypass going
3 over the existing major roads like Redland Road, Encino Rio,
4 Evans and so on down the line. And have two lanes in each
5 direction going for through traffic, keep the existing
6 roads, and where the overpasses are, have two left-turn
7 lanes as needed for vehicles; and for the cross traffic,
8 have traffic lights for those individual lanes.

9 So for Redland Road, it's a one-way street coming up to
10 281, so have a traffic light for right turn as well as going
11 across; Encino Rio, right turn going across; Evans, which
12 goes across, go straight across, make a left turn and right
13 turn at that intersection of the overpasses. That would
14 speed up traffic where all the other problems, avoid toll
15 roads.

16
17
18
19
20
21
22
23
24
25

1 MS. TOWNSLEY: I just talked to one of the
2 volunteers. I asked why they were no free lanes past
3 Marshall Road as there are at Stone Oak and he said because
4 of the funding that we're able to obtain we can't afford to
5 do that. And I said, then why build the tolls now? Have
6 them stop at Marshall and leave the free lanes the rest of
7 the way up to 281. Why isn't that an option out there for
8 us now?

9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

1 MR. BUECHELE: Good evening. My name is
2 Charles Buechele. For the record, B-u-e-c-h-e-l-e. I live
3 on 23238 Bison Canyon, San Antonio, 78261. I'm opposed to
4 toll roads. The reason why I oppose the toll roads is that,
5 first of all, we pay high property taxes. On top of that,
6 we have a vehicle tax and, on top of that, we have gasoline
7 tax and so all I see is the toll road as another method of
8 extracting funds.

9 My personal belief is that it's been set aside out of
10 the vehicle taxes and the gasoline taxes should be used for
11 road maintenance and not for other purposes or outside of
12 road transportation.

13 My personal situation, see, I live off of TPC and
14 Bulverde Road. I drive south downtown every day so I could
15 use the -- the free access lanes that's being provided back
16 and forth so I would definitely not be on the toll road.
17 During the construction period, I'd be going down Bulverde
18 Road, which has recently been expanded to three lanes each
19 way, 1604 down to 281. Now on the way back, same thing.

20 Overall, we really need this. You know, that's the way
21 the bottom line is. I guess I'll support it and everything.
22 I just don't like being forced to pay for tolls. Thank you
23 very much for you time.

24

25

1 MS. JANET AHMAD: I just want to say it's a
2 terrible mess, unplanned, no consideration given to the moms
3 and the children and the -- just everyday traveling up 281.
4 It's not consumer-friendly. And I hope our comments are
5 taken seriously.

1 MR. BENNET FEINSILBER: The absence of
2 improvements to ameliorate increased traffic for 15 years
3 has been a causation of, and factor for, increased and often
4 intense development adjacent to the original Highway 281
5 right-of-way. A considerable amount of development has been
6 residential housing, primarily single-family homes. The
7 proposed build alternatives as presented will greatly
8 increase the traffic count to over 250,000 vehicles per day
9 and increase heavy truck and other commercial traffic by
10 threefold. In addition, there is provisions for train
11 tracks in both north and south directions. Furthermore, the
12 long-term goal planners have for Highway 281 is a multi-use
13 expressway to Dallas.

14 The nature of and increased volume of this highway's
15 usage will benefit travel time only so much for Bexar County
16 and Comal County residents living adjacent to the
17 right-of-way. The greatest amount of benefit will accrue to
18 vehicles originating north and south of Bexar County. A
19 severe and negative impact for Bexar County residents living
20 within a mile of a reconstructed Highway 281 will be a
21 tripling of road noise and very heavy production of
22 particulate matter and exhaust including, but not limited
23 to, airborne rubber particles, brake dust, diesel fumes,
24 debris from truckloads, parts falling from vehicles
25 themselves and the like. This is verifiable from

1 operational records of all major interstate highways and
2 other throughways operating in municipal areas.

3 Such detrimental impact on the peaceful enjoyment of a
4 citizen's property is in violation of Texas statute and
5 upheld as such by federal and state environmental protection
6 agencies. Clearly, as such, the impact of all the build
7 alternatives represent in law and in fact a taking of
8 property -- as well as a taking of homeowners' and property
9 right -- property owners' right to peaceful possession and
10 quiet enjoyment and cause a sharp decrease in home values
11 within a mile on either side of the Highway 281
12 right-of-way. Again, the foregoing is an unequivocal taking
13 of real and tangible property. As such, the State of Texas,
14 City of San Antonio, Bexar County, Comal County, TxDOT and
15 other public agencies will be obliged to compensate all
16 property owners for their tangible losses. This will be a
17 considerable amount of money.

18 To greatly reduce the negative impact on citizens
19 caused by the aforementioned and delineated problems and the
20 concomitant costs, there are a number of solutions which
21 include the following proposal: One, improve pavement
22 design using engineered pavement surfaces. Noise and rubber
23 dust production is somewhat reduced without sacrificing
24 traction, braking time or durability.

25 Two, installation of FHWA-approved 12-foot high

1 continuous and uninterrupted sound barrier walls at edges of
2 express roadways. Not at the outside of the frontage roads,
3 but at the edges of the express lanes when residential
4 properties are 40 feet or more from Highway 281 edges of
5 right-of-way. Sound barrier walls are used in all major
6 cities and have been proven to be most effective in all
7 categories of protection. Twelve-foot-high sound barriers
8 are federally reimbursed costs and often are a requirement
9 under FHWA regulations.

10 The State of Texas, as does TxDOT, City of San Antonio,
11 Bexar County, Alamo RMA, etc., all have -- and this I put in
12 italics -- a clear and present obligation to protect the
13 health, safety and welfare of all persons impacted by their
14 engineering design and associated activities. That is a
15 prescribed and legal duty of federal and state and
16 individually of all licensed professionally engineers, land
17 planners. And certainly no involved party desires to
18 perform other than in the very best interest of the citizens
19 of Bexar and Comal County and adjacent areas.

20 The foregoing proposals are common in the industry and
21 inexpensive to implement. Failure to do so would create
22 long-term health problems for all persons, particularly
23 young children and elderly, and be a violation of current
24 statute. Thank you for your consideration. Bennet
25 Feinsilber.

1 MR. JOHN TEDOR: Six words. No toll road.
2 No toll road. Or no build. I don't care if they don't
3 build. Just leave it the way it is. It's fine. But no
4 toll road, period.
5 If they would give us a chance to vote on it, they
6 would find that out very quickly that that's the majority
7 opinion. If they get all the politicians and let the people
8 say what they want, that's what you're going to get.
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

1 MR. AMIN MOHAMED: If they put the toll road
2 over there, they're going to hurt my business because
3 they're going to put an overpass and all the traffic goes on
4 the overpass and they miss -- they miss my store over there.
5 So I get hurt in the business.

1 MR. JACKSON CHAMBERS: My name's Jackson
2 Chambers. I live at 23620 Coastal Cove, San Antonio. My
3 concern is that we've already paid for these highways once
4 through our taxes and we should not be having to pay for
5 them again. There's other solutions to this. I understand
6 congestion is bad and we need to do something about it, but
7 there's ways that it can be handled.

8 There is an example of Highway 29 between Columbia,
9 Maryland, and Washington, D.C., that's very similar to U.S.
10 281. They solved the problem by putting in overpasses and
11 widening it to four lanes and it is now, basically, an
12 alternative to 95 and it is not tolled. Why can't we do a
13 similar thing for this highway?

14 I have some personal interest in this. I live right
15 past the city limits in a community called The Oaklands.
16 Adjacent to my community is Mountain Lodge, which is less
17 than a quarter of a mile to the north, and to the south is
18 going to be another community. I don't recall the name of
19 it. It's off of Tip School Road. They're putting in 500
20 homes. The only ingress and egress is onto 281. The only
21 ingress and egress I have for my community is through 281.
22 Mountain Lodge had 2- to 3,000 homes back in that area.
23 Now, they do have an alternative to go to the -- to the west
24 and get either access to Stone Oak or access to Borgfeld
25 Road. So they have another way of getting in and out.

1 My concern is it's not going to solve the problem with
2 congestion on that stretch of road when you have that many
3 homes with that number of people trying to either go north
4 or south to access the -- the freeway or the managed lanes.
5 There's other solutions for this and I think, talking to the
6 gentleman at the table, they were not even aware there was a
7 new community going in in that area that was going to add
8 500 homes. So I'm really concerned about that.

9 Have they really done their homework? Do they know
10 what all is going into these places, what's planned to be
11 built by these developers? I realize we're in the
12 extraterritorial jurisdiction of San Antonio and they don't
13 have as much information as they would have within the city
14 limits of San Antonio. So that's, basically, my statement.

1 MR. WILLIAM GRISHAM: I would like for them
2 to completely forget the whole toll-road concept, go back to
3 the original limited access highway they had created back in
4 2000 when they had money to do it, didn't bother to do it,
5 wasted the money who knows how, probably drawing up fancy
6 signs like they did here for this thing. They need to just
7 give up the toll-road idea, get a regular highway through
8 here and do nothing else. Take their toll road out, and
9 another thing, let's abolish the RMA. They don't need to be
10 existing. They're a wasted bunch of money right there.
11 That ought to do it. Thank you.

1 MR. MICHAEL MAURER, SR.: My name is Michael
2 L. Maurer, Sr. I reside in Comal County. My mailing
3 address is P.O. Box 700606, San Antonio, Texas, 78270. I do
4 reside in -- out on Highway -- State Highway 46 in Comal
5 County. I'm against this toll project. What this mean --
6 this objection means, let me just put it bluntly and in as
7 few words as possible.

8 We have corrupt officials in Austin that have changed
9 the laws and allowed this to happen. You know, because of
10 special interest groups at TxDOT and appointees getting laws
11 changed to where they can convert an existing road into a
12 toll road. That, I think, was put in place in 1997 and it's
13 been corrupt ever since because the people are not being
14 given an equal lane for an equal lane.

15 TxDOT, several years ago, told me, well, in their minds
16 -- and I can almost quote that. In their minds, they ask,
17 Well, how fast do you drive in congestion right now? Well,
18 I don't drive congestion. I work different hours. I don't
19 drive the congested hours. I drive the noncongested hours.
20 So coming home from work, I'm driving 10:30, 11:00 o'clock
21 at night. I'm doing the maximum speed on that highway.
22 Very -- very seldom are you getting stopped by these
23 stoplights. So when they say an equal lane for an equal
24 lane, I'm not getting a 55 to 60-mile -- 55 to
25 60-mile-an-hour speed limit. I'm getting a 30 to

1 45-mile-an-hour access road and I refuse to pay a toll, you
2 know, on lanes that I currently drive on right now and I'm
3 driving at the maximum speed in lieu of -- well, drive on
4 the access road with a much slower speed limit. No, I will
5 not do that.

6 Corrupt officials in Texas here have allowed this to
7 happen and this is illegal as hell. This is illegal. This
8 is corruption at its finest. You know, when you can convert
9 an existing road into a toll road, you know, and without a
10 public vote, you know, that is corruption. You know, just
11 because the law is set by these people up in Austin does not
12 mean it's legal. Of course, you got to have a good honest
13 judge with integrity strike it down, but first, I guess, you
14 gotta have someone who opposes it and it takes money to
15 oppose things. This is corruption at its best.

16 As far as the -- the toll road on 281, I'm not against
17 building toll roads in new areas, but I am against turning
18 existing roads and no matter how TxDOT and corrupt officials
19 say managed lanes, no matter what term they use, a toll
20 road's a toll road by any of the many names that they use.
21 And for them to just blatantly say that, you know, we're
22 going to toll this and you're going to have some managed
23 lanes and some free lanes and your free lanes will end up
24 being your access road once you get to Stone Oak, if you're
25 heading north, I won't exit. I won't exit because the state

1 and TxDOT are robbing me, are stealing my free lanes that
2 we've already paid for. Those are my -- It's my right, my
3 inherent right to drive on those lanes and I will continue
4 to drive on those lanes as long as those lanes are there.
5 Whether they're reconstructed or whether they stay there
6 just like they are. I will drive on those lanes and
7 continue driving on those lanes in that area of the road. I
8 will not get off and drive on an access road with a 30 to
9 45-mile-an-hour speed limit when TxDOT and corrupt officials
10 in Austin have done this to the people of this state.

11 You know, it is a crime. These people should be taken
12 to court. They should be ousted. TxDOT officials that are
13 backing this plan, they should be ousted. They should be
14 thrown out on their asses. You know, the corrupt
15 politicians up in Austin, they should be held accountable
16 for abusing their powers. This is called abuse of power and
17 -- plain and simple. You know, what else could it be when
18 you start turning and passing laws? Just because you have a
19 right to pass a law doesn't mean you can pass a bad law, you
20 know, because that law has not been quantified by the
21 people, by any means.

22 You know, that's why you see these people out here
23 right now protesting because the people don't agree with
24 those laws. You know, they don't -- it has not been
25 quantified by the people of the State of Texas as far as

1 converting the existing roads. You know, the people do not
2 want the existing road to be converted and this is what
3 they're doing and that is corruption. That is corruption,
4 plain and simple. These people should be ousted, they
5 should be tried as criminals. They're traitors to this
6 country, they're traitors to the State of Texas. You know,
7 we got to vote these people out. If we can't vote them out,
8 we gotta toss them out. You know, it's illegal as hell.

9 Corruption, corruption, corruption. How do you spell
10 corruption? Corruption is TxDOT, corruption is politicians
11 up in Austin that have allowed this to happen, turning
12 existing roads into toll roads without a vote of the people.
13 You know, it's corruption. Thank you.

1 MR. RICHARD BRISCOE: I am in favor of the
2 non-tolled option, the one that no longer appears. I'm
3 opposed to any and all of the toll options. They're the
4 least efficient form of finance, they are -- they amount to
5 official oppression by changing existing highway lanes into
6 access roads at a lower speed limit. Official oppression,
7 by the way, is a prosecutable crime.

8 The contract engineers which TxDOT has brought to
9 present the projects are misrepresenting and inaccurately
10 portraying the project which is false, misleading and the
11 hearing and open house should be conducted again when people
12 know what they're talking about instead of misleading the
13 citizens.

14 All the toll proposals are bound to fail. The existing
15 toll projects in Texas are financially unsound. Example,
16 State Highway 130 bond has been declared junk and they are,
17 essentially, unsalable, could not be sold. The people are
18 entitled to a competent agency to administer roads. The MPO
19 and the RMA have an inherent conflict of interest. Their
20 funding only exists with a toll road and take revenue from
21 those tolls. They should be abolished immediately, if not,
22 sooner. In summary, I favor the non-toll option.

23

24

25

1 MR. RICHARD PEREZ: On behalf of the San
2 Antonio Chamber of Commerce and its nearly 2000 business
3 members, advocate for a stronger community by propelling
4 business success. I am here to express my support -- or our
5 support for the construction of added capacity improvements
6 along the U.S. 281 corridor from Loop 1604 north to the
7 county line as part of the system-wide plans to address
8 rising congestion levels in the greater San Antonio region.
9 Transportation planning decisions affect economic
10 development and our community's population of traffic
11 volumes continue to grow at a rapid rate, especially along
12 the U.S. 281 corridor.

13 According to an analysis conducted by the Alamo Area
14 Metropolitan Planning Organization, the number of residents
15 living in census tracts adjacent to the portion of 281
16 that's being studied will reach 142,420 by the year 2035.
17 While the recent completion of the super street improvements
18 within the corridor have slightly eased congestion for the
19 near term, failure to add additional capacity will yield
20 unacceptable levels of congestion and delays for motorists.

21 With more than a decade of study and several
22 environmental processes on U.S. 281, our Chamber of Commerce
23 encourages the Federal Highway Administration, the Texas
24 Department of Transportation and the Regional Mobility
25 Authority officials to move forward with the draft preferred

1 alternative in an effort to provide much needed congestion
2 relief to motorists.
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

1 MR. DON DIXON: My name is Don Dixon. I live
2 in San Antonio and have for -- since 1959 and concerning
3 this -- the design of this project, this project should be
4 designed and built as a non-toll freeway with overpasses
5 that people can use freely without having to pay a double
6 tax. The taxpayers are already putting in -- with their tax
7 money, putting in a lot of taxes into this project. The
8 number I've seen has been \$228 million of taxpayer money and
9 breaking that down, the way I understand it, 60 million of
10 that is going to be to build the non-toll ramps, northern
11 ramps at 1604 and 281. And then the balance of that, which
12 is two-and-a-half to three miles, should be built all as
13 non-toll, the main lanes and the access roads.

14 This plan is flawed in many ways. It's a double tax,
15 of course, for one reason, but they're converting three of
16 the main lanes around Encino Rio, Redland Road, almost up to
17 Evans. Those are three main lanes each way. This plan
18 converts one of those main lanes to a toll lane and that --
19 that, I understand, is against the law, so they shouldn't be
20 doing that at all. So all of those three existing main
21 lanes should remain free.

22 Right now they're converting one of those three main
23 lanes to a toll lane. So what is happening is that you're
24 dumping three lanes going north into two free lanes and a
25 toll lane, but most of the people are not going to be able

1 to afford the toll road so there'll be a log jam and be
2 backed up where the three main lanes go north running into
3 the two free lanes. So that's -- that's an error.

4 There was an old TxDOT design years ago that,
5 basically, in that area showed four free lanes to satisfy
6 the problem. So that should be at least in -- that area
7 around Redland Road should be at least four free lanes going
8 north instead of the two free lanes that they have now.

9 Part of this project has special flyover ramps to
10 access the VIA Park and Ride. This project is -- is a total
11 waste of money. That money, instead of going into giving
12 VIA a special access to their Park and Ride, should be put
13 into free lanes. The buses, if anybody rides them, can use
14 them just like -- just like people at HEB or -- and all in
15 the neighborhood they can use the access roads to get on the
16 freeway or they can just take the Stone Oak turnaround to
17 get into their Park and Ride. But it's a waste of money to
18 put that kind of money into special overpasses for VIA.

19 Starting north of Stone Oak, it appears that the plan
20 takes two existing main lanes running north and south and
21 converts those totally to toll roads. That's against the
22 law. The state or any subdivision of the state, like the
23 RMA, they can't -- they can't convert existing main lanes
24 into toll lanes. You can't just say, Well, we're taking the
25 main lanes now and removing them over to the side and we're

1 going to put the toll lanes where the main lanes are.
2 That's -- that's fraudulent speaking. You can't -- you
3 can't do that. All the lanes that are -- that are free now
4 should remain free. In fact, they say the reason that they
5 have to do the three toll lanes north of Stone Oak is they
6 don't have any money. And that's an old cliché that TxDOT
7 uses when they want to accomplish a toll road.

8 San Antonio district, district 15 -- 12 and 13
9 counties, whatever they are, has been shorted about \$1.2
10 billion since 2008 for maintenance and new construction.
11 This is unacceptable. I mean, we should be getting the
12 money back that we're putting into the state so we can build
13 our roads that are free for everyone.

14 Unfortunately, everyone in San Antonio is not really
15 wealthy. It takes someone with a lot of money to be able to
16 afford a toll road even occasionally or every day because
17 they're so expensive. \$3.50 a gallon, that's \$15 a gallon
18 on top of what we're already paying for gasoline, which is
19 today was 236 cents per gallon. So the -- the idea here is
20 that we should take the money that we're already paying, get
21 that money back and use a portion of that \$1.2 billion to
22 build this freeway totally non-tolled.

23 The RMA, which has taken over this project, is actually
24 a duplication of duties. We already have TxDOT. We're
25 paying millions and billions of dollars into the state

1 treasury to fund the TxDOT agency and their responsibility
2 is to build and maintain the state road system. So when
3 TxDOT doesn't do the road system and they turn it over to
4 the second bureaucracy like the RMA, that's a duplication of
5 effort and a waste of money. TxDOT should be doing this
6 project. The RMA should be dissolved and TxDOT should do
7 the job that they're supposed to be doing for the people,
8 the people of this state.

9 One little comment about the -- this federal
10 environmental study process. This is an open house tonight.
11 There were many, many, many consultants at each of the
12 tables along with experts with the RMA, the county, TxDOT,
13 if it was here, and this is like a push pole on the
14 telephone. They're all pushing for the project that they're
15 presenting, which is the toll project.

16 This process would be better and more open if this was
17 a legal open forum-type process where you had an open mic
18 and the citizens could ask questions to these experts and
19 everyone could hear their answer and then the citizens can
20 make suggestions where everybody hears. This is a more open
21 process and I even question if this -- this open house-type
22 process is even -- is even legal. Because you don't get any
23 kind of exchange, you just get a push. You just get a push
24 from the people that are pushing the toll project and,
25 obviously, I don't think that's good for this community

1 because it's just a double tax. We're already paying our
2 taxes already to do this process and we shouldn't have to
3 pay again to do a toll road. That's all I can think of
4 right now.

1 MR. KURTIS PICKETT: I'd like to state for
 2 the record that I believe that the citizens of this city,
 3 county, metropolitan citizens of this area, when questioned
 4 about toll roads, universally reject them. I think it's the
 5 -- the direct result of employing the metropolitan planning
 6 organization staffed with people that are non-elected to
 7 vote on toll issues is a mistake. It's a historical
 8 mistake. The Alamo Regional -- the RMA is also staffed by
 9 people that also don't make a living unless they toll the
 10 road. They have been wished into existence and funded
 11 through public funding to, basically, formulate a policy
 12 that is anti-public where the citizen is going to be taxed
 13 to drive on a road that's built with tax money in
 14 perpetuity.

15 I have a specific problem with the -- the formulation
 16 of the U.S. 281 EIS as far as comments are concerned because
 17 I believe that under the law transportation --
 18 Transportation Code Section 201-811, there's a requirement
 19 for all participants to make comments and affect the outcome
 20 of the -- the final -- the final options has been subverted
 21 as pro-toll.

22 I believe that many of the comments that are collected
 23 are made by people that have a direct involvement in making
 24 toll roads, designing toll roads, promoting toll roads, and
 25 I don't think that the RMA has made a sufficient effort,

1 positive legal effort, to follow the law in determining
2 whether individuals that are testifying and make comments,
3 do business with the department, may benefit monetarily from
4 the project or is an employee of the -- or has a vested
5 interest in seeing that the toll road is completed. I also
6 believe that the RMA has decided that the only options that
7 are going to be put forward on this final EIS are going to
8 be toll or no build. That's a prediction because that's all
9 that we've seen out here. There's no demonstration of a
10 free road. It's all toll road.

1 MR. ROGER ARRIAGA: Roger Arriaga,
2 A-r-r-i-a-g-a. I'm a proponent of efficient and effective
3 transportation and I support the San Antonio Chamber's
4 position which encourages the Federal Highway
5 Administration, the Texas Department of Transportation and
6 the Alamo Regional Mobility Authority to move forward with
7 the draft preferred alternative in an effort to provide much
8 needed congestion relief to motorists. Thank you very much.
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

1 MS. CAROL BARRERA: So I have been to
2 multiple open houses before and stated the same thing that
3 I'm going to tell you, is that all we need is overpasses
4 because at peak times, yes, we have traffic problems.
5 Non-peak times, there's no toll road needed because there's
6 not a big traffic jam.

7 So in the non-peak times, no toll roads are needed and
8 the overpasses would solve the traffic problem in the peak
9 times. Just like they had funded 15 or 20 years ago, there
10 was money set aside for overpasses and then that money was
11 used by TxDOT for something else or by the state. So that
12 would be the very simplest solution, to put in overpasses
13 where the lights are and then it would be much cheaper than
14 tolling.

15 And I also want to go on record as being very opposed
16 to funding something that if people don't use it, which
17 they're going to avoid it, then we have to buy it back and
18 that's just -- There's no guarantee this is going to make
19 money because people will not use it for the high amounts of
20 money that it will cost them on a daily basis. Thank you.

21
22
23
24
25

1 SPEAKER (Does not want name given): I am a
2 resident of Bexar County. I'm not from Texas, but my
3 husband and I have lived here for 25 years. For at least 12
4 of those years, I have lived off of Borgfeld on Bonn
5 Mountain. And I'm retired, I don't have children that
6 attend the local schools, I don't have to commute. I can
7 wait, go at different times, go on different roads, but I am
8 very concerned about the planning and the engineering, some
9 of the routes that I'm seeing, that I'm reading about,
10 seeing on the website, says -- and seeing now at this
11 exhibit, I guess. So I deliberately came to talk to
12 planners and engineers and they encouraged me to come and
13 make my statement to the court reporter.

14 Okay. One of my main concerns is that on 281 north,
15 near the north end of this project, Borgfeld and 281, just
16 north of that, there is a bridge across Cibolo Creek and the
17 creek is the county line. And when I look at the plans of
18 this proposed highway, I see that the lanes are narrowed and
19 that there is some kind of intersection, whether it's an
20 overpass or not, and people can choose to go on Borgfeld
21 when they're driving, they can choose to go across the
22 bridge and stay on 281, but 281 will have been narrowed down
23 to the -- apparently, the current width and number of lanes
24 across the bridge across Cibolo Creek.

25 So what I'm considering is that people will be

1 traveling up 281 at the higher rate of speed, whether
2 they're paying -- Let's assume they're paying tolls, it's
3 more open, they want to go fast, they want to get home,
4 they're going farther north of Cibolo and they will not want
5 to be slowed down, they won't want to wait in the long line
6 to get across the bridge at Cibolo, so they'll go west on
7 Borgfeld and they may take the first right turn on Bulverde,
8 which goes a little way north and then goes to Cibolo Creek.
9 There is no bridge. It goes down into the creek bed.

10 It's a little two-lane road and then it goes up and if
11 you keep continuing on, you can reach a road that will take
12 you to 281. If they decide after a while, Oh, this isn't
13 working well, and they decide to continue west on Borgfeld
14 until they reach Blanco and they then go north on Blanco.
15 The same problem. It narrows down to a little two-lane
16 road, goes down into the creek bed of the Cibolo Creek, no
17 bridge, and back up.

18 So I realize that it's the county that's in charge of
19 that, but I think, really, that everybody needs to deal with
20 this. They need bridges on Blanco as it crosses Cibolo
21 Creek, they need bridges on Bulverde Road as it crosses
22 Cibolo Creek. I think it's really unacceptable to have a
23 wide highway narrowing down to just a few lanes across the
24 Cibolo Creek bridge on 281. I think that is very poor
25 planning. And I realize that people would have to negotiate

1 with Comal County.

2 A number of planners have said, Well, we don't have
3 enough money. You have enough money to create a lot of
4 lanes that you narrow down to nothing, two lanes on each
5 side maybe, so I just think it needs better planning. Use
6 some of the money to widen the bridge, negotiate with Comal
7 County.

8 My concern is that drivers -- the mindset of the
9 drivers is that they'll want to go fast and then they end up
10 with this big backup at Borgfeld just south of the Cibolo
11 Creek bridge on 281. Am I saying that it would be worse to
12 create this highway? Yes. If you leave it as is, people
13 will know that it's going to be slow and they go slowly,
14 they won't be expecting to go quickly. When you have
15 drivers who can go quickly for a long distance and then they
16 have to slow down and there's a bottleneck, they become very
17 frustrated, they become very dangerous drivers. There are
18 new schools on Borgfeld that'll be going onto Borgfeld
19 looking for other ways to get across Cibolo Creek. So they
20 just need to plan differently.

21 I'm sure that lots of folks have stopped to give their
22 comments about tolls versus no tolls. What I'm reminded of
23 when I think of this part of the problem is that new Highway
24 130 that goes to Austin that was a toll road. Toll road you
25 can go at a much faster speed than if they're on 35.

1 Everyone I've spoken to for a month has said that road is
2 virtually empty. So that toll road idea did not work.

3 People know I-35 is very dangerous. You really don't
4 want to drive on that, which is part of the reason that more
5 people are going on 281. So they need to think of something
6 else, some other way to accommodate traffic and to have your
7 drivers going through with a good mindset. Not going fast
8 and then piling up.

9 On Blanco, Blanco Road, from 1604 north on Blanco, they
10 widened that, improved that, but then they narrowed it down
11 and you can see the same frustration in the drivers because
12 there's almost nowhere to go and they start getting agitated
13 and they don't drive very well. So let's rethink this.
14 Thank you for giving me a chance to speak.

15

16

17

18

19

20

21

22

23

24

25

1 MR. WAYNE CRIST: My biggest concern is --
 2 well, not my biggest concern. But my concern is the
 3 entrance to the toll road coming across the county line from
 4 Comal County. They're, basically, designing a situation
 5 where they're guaranteeing accidents. People are going to
 6 be forced onto a toll road, not realizing it till the last
 7 minute and then, of course, they're going to try to get off,
 8 which means that they're going to force other people or hit
 9 other people with their vehicles.

10 The other concern I have is they have offered free
 11 lanes in the lower part of toll road project, except they
 12 have expanded the toll road up at the north end and,
 13 basically, they've taken away my free highway space and
 14 given me an access road. So as a state taxpayer, they're
 15 taking what I've already paid for, that the city and the RMA
 16 did not pay for. They're taking that away from me and
 17 giving me two really bad access roads. I don't get to a
 18 free highway till I get inside Stone Oak and I think that's
 19 -- basically, that's cheating me, as a state taxpayer and
 20 what I've already contributed.

21 Much of what they -- they put on the brochure that was
 22 handed out, the yellow one, Can you afford to pay 50 cents a
 23 mile to get to work? Much of what they say here I agree
 24 with. They're creating bottlenecks. They've got a hospital
 25 that you can't get to. You have to know when to get off way

1 before or you go past it and have to get off and try to come
2 back to it. To my way of thinking, it's an emergency
3 hospital and it's not easily accessible. Real problem
4 there.

5 The non-toll options north of Stone Oak are
6 nonexistent. Giving us a controlled access road is not
7 giving me a highway that I paid for. Prices are ridiculous.
8 I've driven on toll roads. The best one is in Richmond. I
9 drove the entire length of it all over the city of Richmond,
10 cost me a dollar and a half. They're talking about,
11 basically, from the county line into 1604, about 12 and half
12 miles, and that's going to cost us \$8. That's \$16 a day.
13 That's not chump change. That's ridiculous. If that's what
14 it costs us to do this, surely we can build something
15 cheaper out of the tax monies that we've already provided to
16 them, if they would use them wisely.

17 I'm also concerned the fact that -- that they are just
18 making this a traffic nightmare. Much like other toll roads
19 in Texas, they won't be used, which will just increase the
20 traffic on the secondary roads and just get worse and will
21 continue to have problems. This is not a solution.

22 My other concern is that virtually every contract in
23 this country that involves toll roads has been built by a
24 foreign company, maybe through a U.S. subsidiary, but
25 they're two main firms and they're the ones who keep winning

1 the bids and they have in their contracts, If we don't make
2 money, you have to bail us out. That's already happened
3 twice that I know of in the United States where states have
4 had to buy the toll road.

5 So, again, Oh, it's a great system. We're still going
6 to end up paying way more money for it because it's already
7 built and now we're going to have to take it up. The fact
8 that this money is going to be taken from the north side of
9 San Antonio and spread out throughout the area to build more
10 toll roads I also have objection to and I think that's
11 wrong. It's an improper use of our money. I think that
12 covers it.

13

14

15

16

17

18

19

20

21

22

23

24

25

1 MR. VICTOR MARROQUIN: My name is Victor
 2 Marroquin. I live here in San Antonio. My concern is that
 3 there's only one exit between Evans Road and 1604 and the
 4 exit is right before Encino Rio Boulevard. It seems to me
 5 that traffic is going to -- at that light, is going to back
 6 up because most of the traffic is exiting towards Evans Road
 7 and Stone Oak Boulevard and Evans Road. And so the people
 8 who are going to the east are going to cut through the
 9 neighborhood of Encino Rio.

10 Encino Rio already has too much traffic, but in order
 11 to beat the corner at Evans Road and 281, they're going to
 12 be dumped into Encino Rio, cut across the neighborhood.
 13 There's two school zones on that street. There's already
 14 too much traffic on that street as it is now and they're
 15 going to be forcing the traffic onto Encino Rio just to
 16 avoid the corner of Evans and 281. That is going to be a
 17 problem.

18 It's going to impact the environment, the neighborhood
 19 environment, with all the additional traffic and the safety
 20 of the citizens and the school children, especially, on that
 21 road. And it's going to add congestion to the corner of
 22 Evans Road and Encino Rio where the stoplight is and it's
 23 going to cause additional congestion there. I'd like to see
 24 an additional exit to solve this problem between Encino Rio
 25 and Evans Road. That's it.

1 MR. JOHN PEREZ: My name is John Perez, and I
2 just wanted to say that I'm very, very pleased to see that
3 Highway 281 is finally going to happen. I'm in favor of it.
4 I think everything TxDOT is doing is just phenomenal,
5 couldn't happen fast enough and I'm really hoping to see it
6 go to construction as quickly as possible. I have nothing
7 but positive things to say for this project.

1 MS. MARILYN GARCIA: I've come to every
 2 meeting about 281 toll roads that they've ever held for
 3 years and it's been so frustrating to see the lack of
 4 concern, the lack of -- of addressing, even acknowledging
 5 our existence from the powers that be from the -- the voting
 6 RMA people and the people that are deciding to have toll
 7 roads. They never talk to us. They never tell us why
 8 they're voting for it. They ignore us. We make comments,
 9 we write comments, we go through the channels and we've
 10 never received a person that would talk to us and tell us
 11 why. That really makes me think that money is involved
 12 because the people that are voting on it don't seem to live
 13 here. It seems to be the people that don't live here that
 14 are ignoring the majority, you know, what we want.

15 But one -- another concern that I have is that
 16 currently the speed on 281, with the stoplights, is, like,
 17 60 to 65, depending on where you're at; and on the new
 18 design, it looks like they're going to slow us down to 45
 19 when you're on the access roads that still have the
 20 stoplights like they currently do. And so I'm wondering why
 21 they're slowing us down on the access roads instead of
 22 letting us go like we are now.

23
 24
 25

1 MR. HENRY WHITE: The thing I would like to
 2 say is that I am graduate from the Urban and Regional
 3 Master's program at Texas A & M and I'm also -- I have a
 4 bachelor's in landscape architecture. So I went to the
 5 College of Architecture and the College of Planning is in
 6 the College of Architecture. So I have studied these
 7 things. I know how to do architecture, engineering and
 8 planning and my biggest concern over this is this will not
 9 work. And I say that because, like I say, I know traffic
 10 engineering and this system is a total waste of money and I
 11 would like to put a footnote on the fact is that, you know,
 12 that I don't think this should be built. Well, the amount
 13 of money that's been spent on the super street and trying to
 14 fix 281 currently is a waste of money. This is 40 to 50
 15 times the amount of waste of money.

16 The super street, if they have data that says that the
 17 traffic has speeded up because of the super street, the only
 18 reason why that would be true is that the lights have to be
 19 timed to make a super street work. You have three times the
 20 number of traffic lights, stoplights on the super street
 21 than what was there already and so it has to -- you have to
 22 go through there when the traffic is light to be able to
 23 make it through those lights. And by the way, timing lights
 24 is 50 years old. They did that 50 years ago mechanically
 25 and they should have and could have timed those lights and

1 done the same thing as what the super streets are doing. So
2 that's one thing.

3 The second thing is as that when they decided to --
4 well, the super street was put there to try to mitigate what
5 happened because it canceled the overpasses. Well, the
6 overpasses cost about the same amount of -- The super street
7 was something like \$8 million. They could have built an
8 overpass for that and, of course, they have \$50 million for
9 five overpasses. That would have made it so the traffic
10 could go through there unhindered and then they could have
11 taken and built the frontage roads after that.

12 And so in '95, the overpasses would have been done by
13 '97 and it would take two to three years to put the -- the
14 frontage roads there. There was another \$112 million that
15 was budgeted to build those frontage roads. That means that
16 -- I put that on there -- five to seven years ago that
17 freeway would have been there already.

18 Now, I went out there several years ago and I took an
19 engineering tape, went out there and took a man with me and
20 I went out there and measured the 281 freeway. The frontage
21 roads. And I took it home and I drew a master plan for the
22 281 freeway, pro bono. Nobody paid me to do that. And my
23 master plan goes all the way to Dallas. That would have
24 made the 281 freeway the western side of the San
25 Antonio-Austin-Dallas-Fort Worth corridor. That would have

1 made the western side of it.

2 The eastern side of it would have been Interstate 35.
3 They keep adding lanes to 35 but that doesn't solve it
4 because the Austin bottleneck is still there. The 281
5 freeway would have solved that because the trucks could have
6 gone on that and the people that are going all the way
7 through Dallas would have been on the 281 freeway and the
8 freeway's length I measured is exactly the same mileage
9 going up 281 as up 35. And so that would have completely
10 solved the congestion on 35 and then they could -- they
11 could -- instead of putting the money into 35, it would have
12 been put into 281.

13 Now, north of Johnson City, 281 is already a four-lane
14 road. And so all the way to Burnet, it was already there.
15 And so they would be complementing and building on what's
16 already there. That would have done it and this whole thing
17 would have been totally unnecessary because that road would
18 be there already and it would have been there, like I say,
19 five to seven years ago and about half to a third of the
20 cost. And I am astonished at the fact that they are doing
21 this study and still doing it and can't seem to get their
22 mind together on what to do about this and I would love to
23 be able to sit down and show them the pattern of what would
24 solve this.

25 I am writing a book on the growth patterns of Texas. I

1 know the regional growth patterns for San Antonio, for
2 Austin, for Dallas-Fort Worth, for Houston. That's another
3 story. That's not even in this corridor. But I could tell
4 you where the pressure is and where it could be relieved and
5 I could tell them and tell the people how to solve these
6 problems. And like I say, it's not solved by what's going
7 on now because when you have traffic congestion, say, in the
8 rush-hour time in the morning and the evening, these lights
9 down here will not get the people through it. The
10 overpasses would have solved that problem. And then the
11 frontage road would have turned this into a full-service
12 freeway.

13 And that doesn't say the whole thing on there, but that
14 does say that I have the solution to this and, like I say, I
15 am 40 years experienced as an urban regional planner. I'm
16 retired now. That only means I don't work for a government
17 agency now. I still do consulting. I still do research. I
18 do writing. I could write everything needed to do this.
19 And I wish somebody would listen because the people around
20 here don't want this anyway. I know that. But I have the
21 solution to this and if they would just look into that and
22 this whole Central Texas corridor would be completely
23 relieved of the congestion.

24 * * * * *

25

1 STATE OF TEXAS

2 COUNTY OF BEXAR

3
4 COURT REPORTER'S CERTIFICATE

5
6 I, PATRICIA M. GREEN, the undersigned Certified
7 Shorthand Reporter in and for the State of Texas, certify
8 that the foregoing is a true and correct transcription, to
9 the best of my ability, of the proceedings in the
10 above-entitled matter.

11 I further certify that I am neither attorney or counsel
12 for, related to, nor employed by any parties to the action
13 in which this testimony is taken and, further, that I am not
14 a relative or employee of any counsel employed by the
15 parties hereto or financially interested in the action.

16 SUBSCRIBED AND SWORN TO under my hand and seal of
17 office on this the 23rd day of May, 2014.



Patricia M. Green
PATRICIA M. GREEN, CSR
Expires 12/31/14

21 KOOLE COURT REPORTERS OF TEXAS
22 Firm Registration No. 413
23 8000 IH-10 West, Suite 600
24 San Antonio, Texas 78230
25 (210) 558-9484/FAX 558-3129

Comment 66

US 281 EIS Open House
May 8, 2014

NAME: WARREN WAGNER

ADDRESS (optional): _____

(Texas Transportation Code, § 201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

Comment 67/69

US 281 EIS Open House
May 8, 2014

NAME: Cheryl Townsley

ADDRESS (optional): 347 Creek

Court Spring Branch Tx
78070

(Texas Transportation Code, § 201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

Comment 68

US 281 EIS Open House
May 8, 2014

NAME: GERALD D ALTOFF

ADDRESS (optional): 2018 ENCINO WHITUS
SA TX 78259

(Texas Transportation Code, § 201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

Comment 70

US 281 EIS Open House
May 8, 2014

NAME: Charles Buechle

ADDRESS (optional): 23238 Bison Canyon
San Antonio TX 78261

(Texas Transportation Code, § 201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

NONE

Comment 71

US 281 EIS Open House
May 8, 2014

NAME: JANET AHMAD

ADDRESS (optional): 18 SILVER HORN

S.A. TX 78216

(Texas Transportation Code, § 201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting
- NO*

Comment 72

US 281 EIS Open House
May 8, 2014

NAME: Bennett Fernsides

ADDRESS (optional): _____

(Texas Transportation Code, § 201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

Comment 73

US 281 EIS Open House
May 8, 2014

NAME: JOHN TEDOR

ADDRESS (optional): _____

(Texas Transportation Code, § 201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

Comment 74

US 281 EIS Open House
May 8, 2014

NAME: Amin Mohamed

ADDRESS (optional): 20530 wild spring DR

SA TX 78258

(Texas Transportation Code, § 201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

Comment 75

US 281 EIS Open House
May 8, 2014

NAME: Jackson Chambers

ADDRESS (optional): 23620 Oakmeade
San Antonio 78258

(Texas Transportation Code, § 201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

Comment 76

US 281 EIS Open House
May 8, 2014

NAME: William E. Grisham

ADDRESS (optional): _____

(Texas Transportation Code, § 201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

Comment 77

US 281 EIS Open House
May 8, 2014

NAME: Michael L. Maurer, Sr.

ADDRESS (optional): P.O. Box 700606
SA, TX 78270

(Texas Transportation Code, § 201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

Comment 78

US 281 EIS Open House
May 8, 2014

NAME: RICHARD BRISCOE

ADDRESS (optional): 14803 FORWARD PASS
78248

(Texas Transportation Code, § 201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

Comment 79

US 281 EIS Open House
May 8, 2014

NAME:

Richard Perez

ADDRESS (optional):

9302 Conde Dr

San Antonio, Texas

(Texas Transportation Code, § 201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

Comment 80

US 281 EIS Open House
May 8, 2014

NAME:

Don P. Dixon

ADDRESS (optional):

206 Moravia St

San Antonio, TX 78209

(Texas Transportation Code, § 201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

Comment 81

US 281 EIS Open House
May 8, 2014

NAME:

KURTIS PICKETT

ADDRESS (optional):

(Texas Transportation Code, § 201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

Comment 82

US 281 EIS Open House
May 8, 2014

NAME:

Roger Arriaga

ADDRESS (optional):

602 E. Commerce

SA TX 78205

(Texas Transportation Code, § 201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

US 281 EIS Open House
May 8, 2014

Comment 83

NAME: Carol Barrera

ADDRESS (optional): 20110 Sierra Oscura

(Texas Transportation Code, § 201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

US 281 EIS Open House
May 8, 2014

Comment 85

NAME: WAYNE W. CRIST

ADDRESS (optional): _____

(Texas Transportation Code, § 201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

US 281 EIS Open House
May 8, 2014

Comment 86

NAME: Victon Manuquin

ADDRESS (optional): 21603 ROAD BLUFF
SAN ANTONIO, TX 78259

(Texas Transportation Code, § 201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

US 281 EIS Open House
May 8, 2014

Comment 87

NAME: John Perez

ADDRESS (optional): The Oaklands

(Texas Transportation Code, § 201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

Comment 88

US 281 EIS Open House
May 8, 2014

NAME: MARILYN GARCIA

ADDRESS (optional): 22123 Impala Peak
SA, TX 78259

(Texas Transportation Code, § 201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

Comment 89

US 281 EIS Open House
May 8, 2014

NAME: Henry N. White

ADDRESS (optional): P.O. Box 249
Delverde, TX 78163

(Texas Transportation Code, § 201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting